

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## PRINCIPAL CONTENTS.

Railways in India.....	901
The Miller Platform.....	901
Richmond and Danville Railroad.....	902
Movements of Produce.....	904
Central Railroad of New Jersey.....	904
Public Debt Statement.....	905
Railroad Earnings.....	907
Federal and State Securities.....	908
Dividend and Interest Tables.....	906, 909
Railroad Share List.....	914
Stock Exchange and Money Market.....	921
New Internal Revenue Tariff Act.....	924
Journal of Railroad Law.....	925

## American Railroad Journal.

New York Saturday, August 13, 1870.

### Railways in India.

The annual report of Juland Danvers, Esq., Government director of the Indian Railway companies, has just been presented to the English Parliament, and contains very interesting particulars. The most important event recorded, is the junction of the Great Indian Peninsula with the East Indian Railway, at Jubbulpore, whereby direct railway communication was, on March 7th, 1870, formally opened across the northern portion of the peninsula. A complete line now runs from Bombay, through Delhi, to Calcutta. The report states that there are now 4628 miles of railway in India, which have cost about \$395,000,000. The companies have an aggregate capital of \$432,500,000, have expended \$417,000,000, and require about \$70,000,000 more to complete the unfinished roads. The locomotive and rolling stock consists of 1174 engines, 3113 passenger cars, and 22,393 locomotive wagons and trucks. The number of shareholders, on December 31st, 1869, amounts to 48,793, of whom 47,885 are living in England, 414 Englishmen, living in India, and 394 natives. The number of passengers carried during the year 1869, amounted to 16,011,633, against 15,066,530 during the previous year. The gross receipts for the year 1869 amounted to \$28,546,910, against \$26,603,615 of the previous year. The net receipts for 1869 were \$12,604,760, against \$12,613,110 for the previous year. In reference

to the travel on the roads the most remarkable incidents are the deaths of persons while journeying over the road. The deaths from accidents were 31, but in addition 132 passengers died either in the cars or in the stations. The causes of the latter casualties are to be found in the character of the climate of India, as many died from heat, apoplexy, cholera, and similar disorders.

### The Miller Platform.

#### CORRESPONDENCE.

231 BROADWAY, NEW YORK, July 26, 1870.

H. E. SARGENT, Esq., Supt Michigan Central Railroad, Chicago, Ill.

Dear Sir:—I see in this morning's New York Herald a report of an accident on your road on the 20th inst. The report seems to be copied from the Detroit Free Press.

While I deeply regret the loss of life on that occasion, I feel a little anxiety to know how the Platforms behaved. The collision seems to have been sufficiently severe to have caused a serious case of "telescoping" if the cars had been equipped with the old style of platforms. Were all the cars equipped with my platforms, and did any break?

Please answer and oblige,

Your friend,

E. MILLER.

OFFICE MICHIGAN CENTRAL RAILROAD, }  
Chicago, July 30, 1870. }

E. MILLER, Esq., 231 Broadway, New York:

Dear Sir:—I am in receipt of your favor of 26th inst., and cheerfully comply with your request as to particulars touching the late collision upon this road at Wayne Station, and the operation of your platforms as connected with the same.

The passenger train was our "Atlantic Express," which leaves here at 5.15 P. M. On approaching Wayne Station—which is not a stopping place for this train—the train was signaled to proceed, and did so without slackening its speed, running in upon a side track and into the rear of a freight train, demolishing the conductor's car and killing two brakemen, who were supposed to have been asleep in the same. The momentum of the train drove the engine forward, demolishing several freight cars, when it finally stopped after trimming the engine pretty thoroughly, and to some extent damaging the baggage car. The

second class car received a small bruise upon one corner; but none of the passenger coaches which immediately followed, nor the three sleeping cars on the rear of the train, WERE IN ANY MANNER bruised or injured; nor was a passenger on the train injured!

The passenger train was composed of a large 12-wheel baggage car, one 12-wheel second-class car, two 12-wheel first-class coaches, and two 12-wheel Pullman Sleeping Cars—all of which had the Miller Platform. On the rear was the heavy 16-wheel Pullman Hotel Car, which had the ordinary platform.

I was informed by one of the Sleeping Car conductors, that the easing up of the train was so gradual, and the jarring so slight, that it did not awaken more than half his passengers.

It is the opinion of all our people who were present, and with whom I have conversed, that the Miller Platform and the extraordinary strength of our cars prevented much damage, and possibly personal injury and loss of life upon the train.

Truly yours,

H. E. SARGENT.

### Cumberland Valley Extension.

Major Edward Watts, Chief Engineer of the Cumberland Valley and Martinsburg and Potomac Railroads, arrived in Winchester on Monday, and is now engaged in making observations of the topography of the country around Winchester. The rails on the Cumberland Valley extension from Hagerstown to Powell's Bend are being rapidly put down, and in a few weeks trains will run regularly to the river. The contractors for the bridge over the Potomac to connect with the Martinsburg and Potomac Road—which is being constructed entirely at the expense of the Cumberland Valley Road—are hastening their work, and the abutment nearest the Maryland shore is far advanced towards completion. This bridge will be about nine hundred feet long, and will be placed high and dry above the high water marks of the Potomac. On the Maryland side two large basins are to be made, into which canal boats will have access from the canal, thus affording admirable facilities for loading and unloading coal and other freights.

Major Watts was met here by his corps of engineers, who have within the past week run an experimental line from the Berkeley line to the corporation limits of Winchester. Of course several other lines will be run back a few miles, with

a view of getting the best entrance and exit of the road. The Major and his corps are delighted with the entire survey from the river to Winchester. The distance from Powell's bend to our city is thirty-two miles—three or four miles less than was anticipated—and from Powell's Bend to Hagerstown eight miles. We have the authority of the Chief Engineer for asserting that for easy grades and cheapness of construction, it is the best line he ever surveyed.—*Winchester Sentinel*, Aug. 8.

#### Richmond and Danville Railroad.

The earnings of this road for the fiscal years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers ....	\$182,650 63	\$208,489 95
" freight .....	363,000 92	375,191 02
" express freight...	13,911 54	11,891 98
" U. S. mail .....	13,462 48	13,613 48
" telegraph line...	994 82	216 37
	\$574,020 39	\$609,402 80

#### Expenses, viz:

Repairs of road .....	\$98,898 02	\$103,205 77
" bridges ....	11,887 01	11,063 47
" buildings...	5,537 45	12,660 20
" locomotives...	17,122 07	15,928 64
" cars .....	28,699 29	31,081 93
" machinery...	4,274 14	3,149 78
Passenger train exp...	17,982 04	18,523 61
Freight train expenses.	23,081 24	22,702 03
Fuel account .....	31,775 27	24,704 39
Oil, tallow and waste...	3,977 75	3,493 86
Depot expenses .....	47,373 23	47,704 62
Telegraph expenses...	4,253 85	3,065 27
Miscellaneous exp....	23,963 99	21,824 00
Losses and damages...	6,191 24	1,764 31
Salaries of officers, etc.	17,750 10	16,795 46
Insurance .....	6,123 88	6,107 12
Internal revenue tax...	6,099 32	5,558 49

	\$354,929 69	\$352,382 95
Earnings less expenses.	\$219,090 70	\$257,069 85

It will be seen that there has been an increase in the earnings over those of the previous fiscal year of \$35,382 41, and a decrease in the working expenses of \$2,596 74, being equivalent to an increase of the net earnings over those of the previous year of \$37,979 15. Of the increased earnings, \$25,839 32 was derived from passengers, and \$12,190 10 from freight. There has been a decrease in the earnings from express freight of \$2,019 56, as compared with the previous year.

It will be observed that there was a decrease from the previous year in the expenses of conducting transportation and general expense of \$16,817 55, while there was an increase in the expense of maintenance of machinery of \$1,064 85, and in maintenance of way of \$12,656 96. The increase in maintenance of way is due to extensive repairs and renewals of trestle work necessary upon the Piedmont road, re-covering the bridge at Danville with tin, and to repairs, improvements and renewals of water stations, platforms, buildings, etc., including additions to offices at Richmond, a new hoisting machine at Mattox, and new cranes at several of the stations on the line of road to facilitate the handling of freights, and the purchase of 202 tons of new rails, the necessary fastenings for and laying the same. The ratio of working expenses in 1869, were 57.82 per cent., against 61.80 per cent. in 1868. The President in his report says:

The business of the current year opened and continued during the first three months with a considerable diminution of the average results for the like period of the two preceding years, due

doubtless to the industrial prostration prevalent throughout the eastern and southern portions of the State, in which seasons more or less unpropitious for agricultural productions, concurring with other well known social and political causes, had served greatly to depress enterprise, and thus correspondingly to effect local business both of tonnage and travel.

The entire receipts for the first quarter of the current year, commencing October 1st and ending December 31st, 1868, were \$111,903 70, being \$24,352 less than for the corresponding period of the preceding year, a reduction at the rate of about 18 per cent. These facts, in connection with the essential and fixed wants of the Company, required in the judgment of the Board some small advance in the tonnage rates, which was made February 1st, 1869, and so adjusted as not to reach grain and the coarser and cheaper products and materials, with a view to relieve their producers and consumers, and thus encourage their growth and use to such extent as was in the power of the Company to effect. This course of policy, with other causes that were relied on, brought in the business of the second quarter improved and restored to a standard of safety to the Company for the present and encouragement for the future. Better prospects of a satisfactory final settlement of the political status contributed to renew confidence in many departments of industry, and with it enterprise and effort. A generous yield of the wheat and oat crop—the first since the war—along the entire line of your road rewarded and still further encouraged labor, manufactures and commerce, and contributed materially to advance the measure of receipts, which with other and new sources of contribution, and especially improved passenger connections, have brought up the business of the year to a handsome aggregate. This not only protects the Company from a recurrence of its past distress, but gives encouraging assurance of a reasonable return in dividends to the stockholders at an early period.

It will be seen from the tonnage tables that the number of gross tons carried during the year has increased 10,644, or about twelve per cent., while the number of tons carried one mile has increased only about two per cent. over last year; this is due in part to the fact, that the increase in gross tons carried, is drawn chiefly from coal and lumber hauled short distances, and in part to the gradual growth of the business with Southwest Virginia, which passes over but little more than one-fourth of the line. It will also be seen that the average rate received per ton per mile is less than that of last year, which is explained chiefly by the facts already stated—the increase of bulk being principally in the coarser and lower-priced articles of produce drawn from the farms, forests, and mines, the increased production of which it is indispensable, as well in the interest of the Company as the country, to favor and encourage as far as practicable.

An analysis of the Auditor's report shows that while at the end of the current year the account of bills payable had increased \$32,383 19, there was an increase of cash in bank, say .....	\$11,854 13
A reduction of the bond debt, say....	39,300 00
" " " interest due on bonds, say .....	16,465 50
	\$67,619 63

which shows an improvement in the condition of the bond and interest accounts, after crediting for increase of bills payable, to the amount of \$35,235 44.

The principal arrearages of interest now remaining to be provided for are those due to the United States government, for coupons of \$100,000, of guaranteed bonds not paid from January 1, 1861, to January 1, 1866, inclusive, amounting to \$30,000. By recent agreement with the Secretary of the interior, this sum is to be taken up in half yearly payments of \$5,000, commencing January 1, 1870. The semi-annual payment of

\$21,000, for July, 1869, on the annuity to the State is required to be paid on the 15th December inst. This leaves only a balance of about \$37,000 due the State up to January 1, 1870, which, if allowed to be liquidated as heretofore authorized by military order and in large part done, by part payment in State bonds, can be easily settled in the next half year, and thus the entire balance of back interest and annuity which for the last three years has hung heavily on the company's resources be closed up.

Of the unmortgaged bonds given to the Roanoke Valley Railroad Company, \$33,200, matured during the year and have been paid in full. The Auditor's statement shows the entire bond debt of the company, at \$2,080,700, creating an annual interest account of \$124,842. This with the annuity to the State of \$42,000, makes up the regular annual interest liability of the Company. The annuity to the State, however, it will be remembered, is an extinguishment by one per cent. annually of the principal debt to the State, and continued until about the year 1881 liquidates the whole.

Reference is respectfully made to the reports of the Examining Committee, of the Superintendent, and of the Engineer of Repairs, for your complete information of the condition of the company's roadway and property. From these it will appear that such improvements and additions to the roadway, buildings and rolling stock have been made during the year as were materially required, either for the safe and economical operation of the line, the protection of structures from untimely decay, and the accommodation and increase of the business of the Company. More might have been well done if means had warranted it; but enough has been done to secure in the main the important ends referred to.

Arrangements have been made with the South Side Railroad Company, for a suitable connection depot and passenger shed at Burkeville, to be constructed at once.

Two connections with the eastern terminus of your line are not unimportant to your future prosperity. One with the Richmond and York River Railroad, in this city, which has been heretofore approved and authorized by the stockholders, and engagements entered into for its construction by this Company. Circumstances connected with the right of way, first from the city and since with individuals, have delayed its commencement. These have been for the most part removed, and it is expected that within a few months the work can be complete. This, especially in connection with a proposed and probable extension of the main line of the York River road as far east as the mouth of the Rappahannock on the Chesapeake bay, is deemed of material value to your business, and entitled to the cordial sympathy of this Company. The other connection referred to is that with the Richmond, Fredericksburg and Potomac railroad; especially with reference to the convenient transit of through travel, of which your line is becoming, and destined to become, an important carrier. Some negotiations to effect this have been already had between the companies interested, but not yet resulting in any thing final. It is hoped, however, that the obstacles which have hitherto prevented the accomplishment of the objects desired by both companies will be removed at an early day, and our city, state and corporations will be allowed to realize the important advantages to be secured only by facilitating transportation to and through our community.

The connection of the Keysville extension of the Roanoke Valley Railroad to Clarksville still engages the anxious interest of the local communities in its vicinity, who naturally look to your line as the means of communication with their legitimate and desired market in this city. Some engagements were made some months since, for its construction by private parties. Whether this can be effected is not known. In any event the authority conferred on the President and Directors at the last meeting is deemed amply sufficient to meet any desired connection on the part of this Company with that work.



The Piedmont Railroad is still operated, as heretofore reported, under lease to this Company. Its condition is creditable and improving as will be seen from the accompanying reports. Some of the temporary structures originally made are necessarily being replaced by permanent work. A short section of the road near the State line was constructed on a high grade to obviate stone cutting, not then practicable, and with a view to a permanent location on lower grade whenever the business of the line required the substitution. This necessity has not yet arrived. Reference is made to the subject by the Examining Committee. The importance of this connection not only to your Company, but also to the general public of the two States, as well as remoter sections, is beginning to excite the attention and interest which the Piedmont line as an avenue of commerce and travel is entitled to command. More equitable and unrestrained relations with connecting roads at Greensboro', and south of it, are essential to the prosperity of this Company as well as that of the Piedmont road, and of large agricultural and commercial populations in Virginia, North Carolina, and other States. These, it is hoped, will not be much longer withheld.

The completion and operation of the Columbia & Augusta railroad through from Charlotte, N. C. to Augusta, Ga., has contributed materially to improve certain branches of this Company's business, affording as it does, in connection with this line, the most direct and desirable communication between this city and points north, and many of the chief commercial cities of the South and their neighboring populations. Even this, however, is still restrained. What is needed for the public convenience and your own prosperity, is continuous transportation without the delays, cost and discomfort of frequent transfers.

To mitigate this inconvenience, to some extent, freight cars with trucks adjustable to the different gauges of the North Carolina Railroad and the rest of the line, have been provided and will be put in operation soon. It is hoped and expected that this experiment will prove valuable in developing your business in an extensive region south, heretofore comparatively excluded from the use of your line in many of the most important items of transportation.

The Georgia Air Line connection projected and under construction between Charlotte, N. C., and Atlanta, promises at no distant day to open a rich tribute to its northern connections, of which your line is naturally the chief. Other lines of more or less value to your interests, starting from Greensboro' and other points in North Carolina, are under way, that give a significance and value to your Piedmont outlet, which it is clearly the duty of the management to watch and develop with all assiduity and vigor. The Norfolk & Great Western Railroad Company is now under full and active organization, and its officers earnest in their efforts so to organize its resources as to be able at no distant day to commence the regular construction of the line. That section of this work from Danville west will be a valuable development in the interests of this Company, as well as of a large portion of the people of Virginia and North Carolina.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's, 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro', N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles. Total miles of iron, 203.75.

The company have 23 locomotives, 17 passenger, 8 baggage and mail, and 243 freight, etc., cars. Miles run with passenger trains, 162,999; with tonnage trains, 120,842; mileage on road service, 28,298—total, 312,139.

Total number of passengers carried, 88,828; do., carried one mile, 4,860,625. Average amount received per passenger per mile, 4.29 cents; average cost per passenger per mile, 2.60 cents. Aggregate miles run by all passenger, baggage and express cars, 624,059. Estimated weight of passenger trains, including passengers, etc., but exclusive of engine and tender, hauled one mile during the year, 8,677,201 tons. Earnings of do. per ton per mile, 2.691 cents; do., per mile run, \$1 43.55. Average expenses per mile run by passenger trains, 77.65 cents. Total earnings of passenger trains, \$233,995 41; expenses allotted to passenger transportation, \$125,574 21—net revenue from do., \$108,421 20.

Total number of tons of freight carried, 99,323.30; do., hauled one mile, 6,271,192.54. Average amount received per ton per mile, 5.99 cents; average cost per ton per mile, 3.60 cents. Aggregate miles run by all tonnage trains, 120,842. Estimated weight of tonnage trains, including freight, but exclusive of engine and tender, hauled one mile during the year, 16,841,979. Earnings of do. per ton per mile, 2.11 cents; do. per mile run, \$3.10. Average cost per mile run by tonnage trains, \$1 86.87. Total earnings from tonnage, \$375,191 02; expenses allotted to freight for the year, \$225,758 74—net revenue from do., \$149,432 28.

Gross receipts per mile run by all trains, \$1 95.23; expenses, do., \$1 12.87—net earnings, 82.36 cents. Per cent. of expenses, including internal revenue tax on gross earnings, 57.82; per cent. of earnings, 42.18.

The receipts of the company from all sources, during the year (including \$9,047 08 from the previous year), were \$867,047 58; and the disbursements, \$846,146 35—leaving a balance of \$20,901 23.

The following is a statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1869:

Receipts:	
Capital stock .....	\$4,000,000 00
Loan of State of Virginia, redeemable in about 34 years from April 3, 1853, to Sept. 3, 1854, by payment of annuity of 7 per cent. ....	600,000 00
Bonds guaranteed by State of Va. ....	159,100 00
Bonds extended, due in 1863 .....	8,000 00
Bonds, 4th mortgage, registered, due 1873 .....	50,500 00
Bonds, 4th mort., coupons, due 1875 .....	14,000 00
Bonds for funding interest, due 1876 .....	8,500 00
Bonds consolidated mortgage, coupons, due 1875 to 1890 .....	1,278,000 00
Bonds consolidated mortgage, registered, due 1875 to 1890 .....	435,000 00
Bonds to Roanoke Valley Railroad Company, due 1869 to 1876 .....	127,600 00
Transportation to Sept. 30, 1867 .....	7,838,794 66
Transportation for the year ending Sept. 30, 1868 .....	574,020 39
Transportation for the year ending Sept. 30, 1869 .....	609,402 89
Liabilities:	
Interest due on bonds .....	\$39,795 72
Interest due Board of Public Works .....	58,987 02
Dividends .....	7,983 99
Bills payable .....	84,874 40
Sundry acc'ts per ledger .....	37,032 72
	228,673 85
	\$15,981,591 70

## Disbursements:

Increase of capital stock .....	\$2,000,000 00
Cost of road and property to Sept. 30, 1868 .....	4,929,000 00
Cost of transport'n to Sept. 30, 1868 ..	6,074,936 54
Cost of transportation for the year ending Sept. 30, 1869, viz:	
Maintenance of road—way and real state .....	\$138,174 07
Maintenance of mach'y .....	51,160 35
Operating expenses .....	147,008 71
Insurance .....	6,107 12
Internal revenue tax .....	5,568 49
Interest .....	151,195 71
Salary .....	16,698 80
Taxes .....	96 66
Lease of Piedmont R.R., 12 months .....	45,000 00
	560,999 91
Dividends .....	480,123 10
Fund for redemption of loan of \$600,000 .....	92,908 65
Company's stock .....	7,301 00
State of Virginia due on subscrip't'n ..	11,401 50
Piedmont R. R. Co.'s stock account ..	1,488,500 00
Piedmont R. R. Co.'s balance due ..	190,941 38
Bills receivable .....	3,488 72
Sundry accounts per ledger .....	71,089 67
Cash in banks .....	20,901 23
	\$15,981,591 70

President.—A. S. BUFORD.

Directors on the part of the State—John E. White, Wm. L. Owen, L. M. Shumaker. Directors elected by Stockholders.—A. Y. Stokes, J. R. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

## Baltimore and Ohio R. R.

The Parkersburg, (West Virginia) Gazette has the following in reference to the operations of the Baltimore and Ohio Road in that vicinity:

We learn from good authority that engineers are this week put on the survey for a railroad up the Little Hocking, from Belpre to Athens, Ohio. We regard this as an eminently wise move on the part of the Baltimore and Ohio Railroad, as it will reduce the distance between here and Athens over twenty miles—the same between Baltimore and Cincinnati, of course, with completion of the Hocking Valley Road from Columbus to Athens, which will be opened in a few weeks, it will furnish a short and much needed route to the interior of Ohio, and will open a fine local trade to Parkersburg, of which we should be ready to avail ourselves.

The Supreme Court of Iowa, in the case of Clarke vs. Wolfe, has decided that it cannot interfere in any manner to prevent the collection, in Johnson county, of the taxes necessary to pay the bonds given by that county in aid of railroads, the judgment of the Federal courts being of superior authority to that of the State courts in the premises. This, we presume, ends in the courts the long struggle in Lee, Johnson and other counties to prevent the payment of the railroad aid bonds issued by them.

A project is on foot to consolidate the New Haven and Derby railroad company, the New England railroad company, the Highland Suspension Bridge company, and the New England and Erie railroad company. The charters of these several companies cover a route from New Haven through Derby to Turner's Station on the Erie road, and a suspension bridge over the Hudson at the Highlands, which would make a through route from New Haven to the west over the Erie road.

## Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for seven months from January 1st, were:

	1869.	1870.
Ashes, bbls.....	5,912	5,110
Breadstuffs—		
Wheat flour, bbls.....	1,500,355	1,912,462
Cornmeal, bbls.....	154,894	145,613
Wheat, bush.....	9,105,057	10,342,794
Rye, bush.....	236,805	276,604
Oats, bush.....	2,664,876	3,293,978
Barley, bush.....	361,407	1,042,919
Peas, bush.....	35,199	146,165
Corn, bush.....	5,503,656	3,986,022
Cotton, bales.....	364,328	422,053
Naval Stores—		
Crude turp., bbls.....	10,877	5,132
Spirits turp., bbls.....	40,304	39,845
Rosin, bbls.....	330,809	344,779
Tar, bbls.....	55,971	43,338
Pitch, bbls.....	2,790	2,042
Provisions—		
Pork, bbls.....	65,707	79,320
Beef, pkgs.....	48,982	55,499
Cutmeats, pkgs.....	66,589	75,947
Butter, pkgs.....	258,298	260,735
Cheese, pkgs.....	461,596	552,438
Lard, tcs. and bbls.....	54,017	53,590
Do., kegs.....	6,928	16,301
Whiskey, bbls.....	103,313	128,127

The Exports from New York to foreign ports of certain leading articles of domestic produce for seven months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls.....	2,923	2,123
Do., Pearls, bbls.....	79	22
Beeswax, lbs.....	106,122	181,439
Breadstuffs—		
Wheat flour, bbls.....	779,718	1,031,181
Rye flour, bbls.....	2,568	1,996
Cornmeal, bbls.....	93,653	47,745
Wheat, bush.....	8,769,954	9,700,275
Rye, bush.....	72,811	65,734
Oats, bush.....	42,527	10,955
Barley, bush.....		
Peas, bush.....	65,823	130,256
Corn, bush.....	1,529,456	208,231
Candles, bxs.....	34,548	25,400
Coal, tons.....	37,690	24,907
Cotton, bales.....	163,567	259,080
Hay, bales.....	18,343	29,617
Hops, bales.....	45,047	19,181
Naval Stores—		
Crude turp., bbls.....	496	403
Spirits turp., bbls.....	13,144	10,011
Rosin, bbls.....	317,929	283,006
Tar, bbls.....	29,646	13,584
Pitch, bbls.....	2,859	2,729
Oils—whale, galls.....	4,347	103,609
Do., sperm, galls.....	425,786	367,288
Do., lard, galls.....	22,647	14,522
Do., linseed, galls.....	11,407	5,314
Provisions—		
Pork, bbls.....	45,714	48,789
Beef, bbls.....	19,273	14,932
Do., tcs.....	42,150	32,317
Cutmeats, lbs.....	36,711,945	20,788,468
Butter, lbs.....	706,655	916,315
Cheese, lbs.....	24,582,740	28,748,561
Lard, lbs.....	20,073,752	18,217,243
Rice, tcs.....	249	1,174
Do., bbls.....	4,485	11,941
Tallow, lbs.....	13,927,595	13,120,094
Tobacco, crude, pkgs.....	68,318	49,587
Do., manf., lbs.....	3,691,437	3,645,208
Whalebone, lbs.....	158,638	310,200
Petroleum, galls.....	36,744,803	48,403,689

Messrs. McGucken & Co. have the contract to build seven miles of the Western Maryland railroad between Hagerstown and Williamsport, and ten miles between Baltimore and Owings Mills. They have filed their bond, and will begin work forthwith.

## Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1868, and comparing the same with the business of the previous year.

## SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1868.	1867.
Miles run by passenger trains.....	697,693	500,369
" " merchandise ".....	548,925	418,066
" " coal trains.....	685,984	551,245
Total by transport'n trains.....	1,932,602	1,469,680
Miles run by wood, gravel and construction trains.....	78,356	79,766
Total miles run by trains.....	2,010,958	1,549,446

During the year the ferry boats have made 28,678 trips between New York and Jersey City, against 25,578 trips last year. The ferry is now run by the Central, Communipaw, Elizabeth and Plainfield—the latter being a new boat, built during the year, of same size and general character of its predecessors. The ferry to Elizabeth has also been regularly kept up.

## PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1868 with the year 1867 gives the following results:

	1868.	1867.
Number of passengers.....	1,441,992	1,204,130
Miles traveled by pass.....	30,475,705	27,284,393
Equal to through pass.....	506,347	363,792

A comparison of the merchandise business of the two years, gives the following results:

	1868.	1867.
Number of tons carried.....	659,171	566,480
Tons carried one mile.....	39,412,970	33,812,819
Equal to through tonnage.....	525,800	458,647

A comparison of the coal business of the two years gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1868.	1867.
Number of tons carried.....	1,618,845	1,369,045
Tons carried one mile.....	90,327,012	73,764,596
Equal to through tonnage.....	1,328,338	1,084,773

There was an increase in Lehigh coal of 252,222 tons and a decrease in Lackawanna coal of 2,432 tons.

## EQUIPMENT.

The Company now own 88 engines, of which 15 burn wood or soft coal, and 73 anthracite coal. The condition of engines is reported as follows: 33 are in first-class condition, 25 in good working order, 8 require general repairs, 10 require ordinary repairs, 11 are in the shops under repairs, and 1 condemned unfit for further service.

Four new passenger, and 1 new shifting, engines have been purchased within the year. Three old engines have been condemned and cut up, and one blown up during the year. There was also one engine destroyed during 1867, which was not accounted for in the report for that year.

The car equipment is reported as follows: 63 first-class and 24 second-class passenger, 6 first-class smoking, 14 baggage and mail, 3 express, 126 eight-wheel and 39 four-wheel box freight, 20 eight-wheel stock, 153 eight-wheel platform, 149 six-wheel iron or lime, 19 eight-wheel gondola, 806 eight-wheel and 483 four-wheel coal, 122 four-wheel gravel, 2 eight-wheel and 38 four-wheel caboose, and 4 eight-wheel derrick and tool cars.

During the year, 30 new first class passenger cars were purchased, 10 eight-wheel box freight cars, 7 eight-wheel platform cars, 9 eight-wheel gondola, and 13 four-wheel caboose cars have been built at the Company's shops; 102 four-wheel coal cars were also purchased and added to the coal equipment during the year.

The coal tonnage over the road since the trans-

portation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856.....	98,670	33,325	131,995
1857.....	209,950	84,841	294,791
1858.....	417,726	122,923	540,649
1859.....	455,681	183,277	638,958
1860.....	590,863	263,906	854,769
1861.....	568,859	254,345	823,214
1862.....	502,375	314,195	816,570
1863.....	613,954	435,927	1,049,881
1864.....	675,743	474,221	1,149,964
1865.....	494,687	509,819	1,004,506
1866.....	778,173	511,076	1,289,249
1867.....	855,620	513,425	1,369,045
1868.....	853,188	765,657	1,618,845
Total.....	7,115,499	4,466,937	11,582,536

## TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1868 compared with 1867.

	1868.	1867.
Receipts:		
Passengers.....	\$869,313 39	\$808,581 09
Merchandise.....	1,115,799 64	1,034,089 59
Coal.....	1,598,025 19	1,380,487 59
Mail.....	15,772 40	15,806 59
Express.....	50,432 31	51,121 95
Rents.....	49,517 37	40,534 18
Miscellaneous.....	30,552 26	19,776 94
Total receipts.....	\$3,729,412 56	\$3,350,397 93

	1868.	1867.
Expenses:		
Running expenses.....	\$598,261 66	\$431,019
Wood consumed.....	97,268 58	72,735 69
Coal consumed.....	234,619 65	165,076 95
Repairs of road.....	422,455 27	319,845 86
Repairs of engines.....	281,846 74	189,688 60
Repairs passenger cars.....	58,092 36	42,736 25
Repairs freight cars.....	42,599 35	47,213 75
Repairs of coal cars.....	70,442 49	52,380 66
Repairs docks, Elizabethport.....	11,108 38	31,174 42
Repairs b'ld'gs, bridges, etc.....	86,548 67	96,365 61
Repairs, tools and machinery.....	25,408 23	23,141 38
Expense account.....	115,558 46	110,442 52
Miscellaneous expenses.....	80,324 77	74,247 96
Ferry running exp.....	107,448 12	127,841 59
Ferry boat repairs.....	53,942 15	41,422 54
Ferry miscel. expenses.....	3,131 23	6,001 03
Car service.....	90,136 59	46,087 00
Total expenses.....	\$2,379,192 70	\$1,878,021 67

Balance net earnings.....\$1,350,219 86 \$1,472,376 26

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.....	\$349,018	\$197,629	\$151,389 or 43 p.c.
1854.....	378,145	197,349	180,796 or 48 "
1855.....	393,729	208,856	184,873 or 47 "
1856.....	553,479	258,308	295,171 or 53 "
1857.....	682,314	340,502	341,812 or 51 "
1858.....	836,934	345,614	491,320 or 58 "
1859.....	971,702	385,716	585,986 or 61 "
1860.....	1,185,848	475,557	710,391 or 60 "
1861.....	1,201,895	522,452	679,443 or 57 "
1862.....	1,397,586	623,245	774,341 or 56 "
1863.....	1,941,976	814,732	1,127,244 or 58 "
1864.....	2,537,185	1,231,554	1,305,631 or 51 "
1865.....	3,036,390	1,748,434	1,287,956 or 43 "
1866.....	3,581,244	1,963,976	1,617,268 or 45 "
1867.....	3,350,398	1,878,022	1,472,376 or 44 "
1868.....	2,729,412	2,379,192	1,350,220 or 36 "
Total.....	\$26,127,255	\$13,571,038	\$12,556,217 or 48 p.c.

An increase in receipts is here shown of \$379,014 63, or 11 per cent. The increase in passenger receipts was \$60,732 30, or 7 1/2 per cent.; in merchandise receipts, \$81,710 05, or 8 per cent.; in coal receipts, \$217,537 60, or 16 per cent.



The expenses show an increase of \$501,171 03, or 27 per cent. There has been an increase in running expenses of \$167,241 80; in repairs of road of \$102,609 41; in repairs of equipment of \$120,961 68; in fuel consumed of \$93,475 59; in general expenses of \$11,192 75; and in car service of \$44,049 69. There has been a decrease in other repairs of \$27,616 13 and in ferry expenses of \$10,743 66.

The gross receipts per mile run have been as follows: From passenger trains, \$1 25 against \$1 63 in 1867; from merchandise trains, \$2 03 against \$2 47; from coal trains, \$2 33 against \$2 50. The average receipts per mile run from all trains have been \$1 85 against \$2 16 the previous year.

The gross expenses per mile run have been \$1 18 against \$1 21 the previous year.

## FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Credits—	
Cash Dec. 31, 1867.....	\$113,249 08
Gross earnings, as per statement....	3,729,412 56
Capital, instalments paid on new stock.....	1,231,400 00
Mortgage bonds of 1890.....	1,000,000 00
Accounts payable, increase.....	1,055,702 21
<b>Total.....</b>	<b>\$7,129,763 85</b>
Debits—	
Ordinary expenses, as per statement.....	\$2,379,192 70
Grading.....	81,272 28
Masonry.....	8,327 90
Railway superstructure.....	83,034 48
Bridge superstructure.....	4,044 64
Engineering.....	12,973 16
Land damage.....	26,769 56
Ferry boats.....	78,800 57
Station-houses.....	62,422 85
Port Johnston coal wharves.....	270,752 89
Engines.....	143,562 50
Passenger cars.....	149,415 39
Freight cars.....	29,417 42
Coal cars.....	26,682 38
Lands, machinery, miscel. property, material, etc., increase.....	985,148 54
Newark and New York R. R. Co.....	740,000 00
Quarterly dividends for year, 10 per cent.....	1,396,165 00
Interest account for year, balance....	145,518 34
State taxes for year.....	40,803 21
United States taxes.....	93,422 62
Balance cash, Dec. 31, 1868.....	372,037 47
<b>Total.....</b>	<b>\$7,129,763 85</b>
The profit and loss account has been credited.	
Gross earnings.....	\$3,729,412 56
Workshop earnings.....	38,177 21
Balance of renewal fund.....	628,159 26
<b>Total.....</b>	<b>\$4,395,749 03</b>

It has been debited as follows:

Ordinary expenses.....	\$2,379,192 70
Interest account.....	145,518 34
Taxes to State.....	40,803 21
United States taxes.....	93,422 62
Dividends, 10 per cent 1,396,165 00	
<b>Total.....</b>	<b>4,055,101 87</b>

Balance.....\$340,647 16 which has been appropriated to the reduction of various accounts.

The cost of the railroad, double tracked, with its coal wharves, station houses, shops, and other appendages, stands at \$10,014,797 54, and that of the equipment at \$2,424,570 74.

## CONSTRUCTION.

Extract from Report of Chief Engineer.

"The following named works and buildings were completed during the present year:

"The track connections with the Lehigh and Susquehanna Railroad, at Phillipsburg; the permanent tracks over the Lopatcong stone viaduct;

the graduation and masonry for the third track west of Bloomsbury and for the third track and station grounds at Spruce Run; the graduation for the Cranford and Pamrapo station grounds; for the third track between the Bay Ridge and Spring Street in Elizabeth, and for four tracks in all of the excavations and most of the embankments; the second track through Bayonne excavation; the third track between Greenville and Communipaw stations; the second permanent centre track and the north and south side tracks between Communipaw and Jersey City stations and a fourth track between Claremont and Communipaw stations for the accommodation of oil trains. Passenger houses have been built at Dunellen and Finderne stations; freight houses at Springtown, Valley, Spruce Run, Dunellen and Roselle stations; telegraph offices at Phillipsburg, Port Avenue, (switch) Communipaw and Jersey City stations; an engine house with seven stalls, at Port Johnson; water tanks at Spruce Run, Bound Brook and Elizabeth stations; a turn table at Plainfield Station; seven hand-car and tool houses for section men; thirteen flagmen and switchmen's houses or boxes; a coal house at Jersey City Station, and trestles for dumping coal at Bergen Point, Elizabethport and Elizabeth stations.

"The third track is all laid between the Newark Bay Draw and Communipaw with the exception of  $\frac{3}{4}$ ths of a mile, which will be finished in the spring.

"Eighteen cross-over switches have been put in during the year.

"Six and a half miles of new track were laid during the year.

"There are 44  $\frac{1}{2}$  miles of single track now laid with Pratt's Patent Fish Joint, five miles of which have been in use now more than one year. From present indications it is believed that the economy of this joint will be very soon apparent in the decreased cost of repairs of rails and rolling stock.

"The aggregate number of miles of single track now laid upon the whole road (estimating one mile of three rail track as one and a half miles), including sidings, shop tracks, cross-over switches, etc., etc., is 258  $\frac{1}{2}$  of which 44  $\frac{1}{2}$  miles is laid on the extension between the east end of Newark Bay Bridge and Jersey City terminus."

## BALANCE SHEET, JANUARY 1, 1869.

Railroad.....	\$7,372,369 55
Jersey City station.....	960,000 00
Port Johnston coal station.....	597,999 74
Elizabethport station.....	302,086 52
Station houses, shops and water stations.....	437,785 52
Ferry interest and boats.....	680,954 32
Engines.....	1,081,812 50
Passenger and baggage cars.....	357,814 56
Freight cars.....	319,788 60
Coal cars.....	665,155 08
Land, docks, machinery, miscellaneous property, etc.....	3,368,220 47
American Dock and Improvement Co. stock.....	1,500,000 00
Newark and New York R. R. Co.....	740,000 00
Chairs, spikes, iron rails and ties on hand.....	76,589 05
Materials and fuel on hand.....	152,876 52
Cash and accounts receivable.....	932,208 82
<b>Total.....</b>	<b>\$19,545,661 25</b>
Capital stock.....	\$15,000,000 00
First mort. bonds, due 1870.....	\$900,000 00
Second mort. bonds, due 1875.....	600,000 00
Mort. bonds of 1890.....	1,000,000 00
<b>Total.....</b>	<b>2,500,000 00</b>
Dividend 24 per cent., payable in January.....	371,250 00
Interest on bonds, accrued not yet due.....	33,250 00
Accounts payable.....	1,641,161 25
<b>Total.....</b>	<b>\$19,545,661 25</b>

President.—JOHN TAYLOR JOHNSTON.

Board of Directors.—John Taylor Johnston, John C. Green, Moses Taylor, Adam Norrie, Sidney Dillon, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—R. E. RICKER.

## The Public Debt Statement.

The following is a recapitulation of the public debt statement July 31, 1870:

## DEBT BEARING COIN INTEREST.

Five per cent. bonds.....	\$221,589,300 00
Six per cent. bonds.....	1,756,558,850 00

<b>Total.....</b>	<b>\$1,978,148,150 00</b>
Accrued interest.....	33,679,371 16

## DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates....	\$45,420,000 00
Navy Pension fund 3 per cent..	14,000,000 00

<b>Total.....</b>	<b>\$59,420,000 00</b>
Interest.....	373,684 98

Debt on which interest has ceased since maturity.....	\$3,591,117 35
Interest.....	\$466,791 43

## DEBT BEARING NO INTEREST.

Demand and legal tender notes.....	\$356,106,256 00
Fractional currency.....	39,759,684 48
Gold certificates of deposit....	38,780,480 00

<b>Total.....</b>	<b>\$434,644,190 48</b>
Total amount outstanding.....	\$2,475,803,457 88
Total interest.....	34,519,847 57

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,510,323,305 40
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## AMOUNT IN TREASURY.

Coin.....	\$102,980,206 20
Currency.....	38,068,623 20

<b>Total.....</b>	<b>\$140,998,829 40</b>
Debt less amount in Treasury.....	\$2,369,324,476 00
Debt less amount in Treasury July 1, 1870.....	2,386,358,599 74

Decrease of debt during the past month.....	\$17,034,123 74
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Decrease of debt since March 1st, 1869.....	\$156,138,784 01
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236,512	\$136,182 56
Kansas Pacific, late Union Pacific, Eastern division.....	6,303,000	31,515 00
Sioux City and Pacific..	1,628,320	8,141 60
Central Pacific.....	25,881,000	129,405 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak.....	1,600,000	8,000 00
Western Pacific.....	1,970,000	8,850 00

<b>Totals.....</b>	<b>\$64,618,832</b>	<b>\$323,094 16</b>
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Interest paid by United States.....	\$8,815,345 49
Interest repaid by transportation of mails, etc.....	2,251,673 78

Balance of interest paid by United States.....	6,563,671 76
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Charles G. Scott has been elected president, and Sanford Robinson secretary of the Arkansas Western Railroad.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	100	\$1,774,824	J. & J. Jul. '69	Hartford and New Haven.....	100	3,300,000	J. A. & O. July '70	Portl. Saco & Portsmouth.....	100	\$1,500,000	J. & D. Jun. '70
American Central.....	100	800,000	J. & J. Jan. '70	Hannibal and St. Joseph.....	100	3,000,000	Aug. '70	Providence & Worcester.....	100	1,800,000	July '70
Atlanta and West Point.....	100	1,232,200	J. & J. Jan. '70	Do. do. pref.....	100	5,253,830	Aug. '70	Raleigh and Gaston.....	100	847,100	Jul. '69
Atlantic & N. Carolina.....	100	5,545,225	J. & J. Jan. '70	Hanover Branch, Pa.....	50	116,850	May '70	Rensselaer and Saratoga.....	100	3,000,000	A. & O. Apr. '70
Atlantic & Gt. Western.....	50	25,879,923	J. & J. Jan. '70	Housatonic.....	100	820,000	July '70	Richmond and Danville.....	100	2,000,000	Aug. '70
Do. pref.....	50	1,919,000	J. & J. Jan. '70	Do. pref.....	100	1,180,000	July '70	Richmond and Petersburg.....	100	847,100	Aug. '70
Atlantic & St. Lawrence.....	100	2,494,900	M. & S. Mar. '70	Huntingdon & B'd Top.....	50	494,280	Jan. '70	Rich. Fred. and Potomac.....	100	1,041,800	Nov. '67
Augusta and Savannah.....	100	735,700	J. & J. Jan. '70	Do. pref.....	50	190,750	Jan. '70	Rockport.....	100	88,400	Nov. '67
Baltimore and Ohio.....	100	10,152,902	A. & O. Apr. '70	Illinois Central.....	100	25,278,710	Aug. '70	Rome, Watert. and Og'n.....	100	2,400,000	July '70
Do. Washington Br.....	100	2,640,000	A. & O. Apr. '70	Indianapolis, Cin. & Lafay.....	50	6,185,897	Sep. '70	Rutland preferred.....	100	100,000	F. & A. Aug. '69
Baltimore City Passenger.....	100	670,000	F. & A. Aug. '70	Jefferson, Mad. & Ind.....	100	2,000,000	Jan. '70	St. L. Alf. and T. Haute.....	100	2,300,000	Annual. June '69
Bay de Noquet & Marq.....	100	1,250,000	A. & O. Apr. '68	Joliet and Chicago.....	100	1,500,000	Jan. '70	St. L. Jack'nv. and Chic'o.....	100	1,469,429	Nov. '69
Berkshire.....	100	998,250	J. A. & O. July '70	Joliet & North. Indiana.....	100	800,000	Aug. '70	Sandusky and Cincinnati.....	100	2,089,000	Nov. '69
Blossburg & Corning.....	100	250,000	J. & D. Dec. '69	Lake Shore & Mich. So.....	100	35,000,000	Aug. '70	Sand. Mansf. and Newark.....	100	901,241	Nov. '69
Boston and Albany.....	100	13,725,100	J. & J. July '70	Do. guar.....	100	633,500	Aug. '70	Savannah and Charleston.....	100	1,000,000	Nov. '67
Boston and Chelsea.....	100	110,000	A. & O. Apr. '70	Lackawanna & Bloomeb.....	50	1,325,000	Jan. '70	Schuykill and Susquehanna.....	50	1,299,160	July '70
Boston, Concord & Mont.....	100	459,800	M. & N. May '70	Leeds and Farmington.....	50	2,158,666	Jan. '70	Second and Third St. (Ph.)	50	203,757	July '70
Do. do. pref.....	100	1,340,400	M. & N. May '70	Lehigh and Mahanoy.....	50	8,739,800	Jul. '70	Schuykill Valley.....	50	576,050	Jan. '70
Boston and Lowell.....	500	1,891,500	J. & J. July '70	Lehigh and Susquehanna.....	50	10,731,400	Jan. '70	Seaboard and Roanoke.....	100	868,200	July '70
Boston and Maine.....	100	4,076,974	J. & J. July '70	Lehigh Valley.....	50	3,474,650	Jan. '70	Second Avenue (N. Y.).....	100	670,000	July '70
Boston and Providence.....	100	3,380,000	J. & J. July '70	Little Luzerne.....	50	344,650	Jan. '70	17th & 19th streets (Ph.).....	50	130,000	July '70
Broadway (South Boston).....	50	400,000	J. A. & O. July '70	Little Miami.....	50	3,372,400	Jan. '70	Shamokin V. and Potav.....	50	869,450	Feb. '70
Broadway & 7th Av. (N. Y.)	100	2,100,000	J. & D. June '70	Long Island.....	50	90,000	Aug. '69	Shore Line.....	100	638,200	Jan. '70
Brooklyn City.....	10	1,000,000	F. M. & N. Nov. '69	Lomb. and South St. (Ph.)	25	2,646,100	Jan. '70	Sixth Avenue (N. Y.).....	100	750,000	Nov. '69
Brooklyn City & New'n.....	100	399,800	Nov. '69	Louisville and Nashville.....	100	8,780,501	Aug. '70	Somerville.....	100	75,000	May '70
Buffalo, Bradford & Pitta.....	100	1,100,000	M. & N. Nov. '69	Louisville and Nashville.....	100	8,780,501	Aug. '70	South Carolina.....	100	5,819,275	Nov. '69
Buffalo, New York & Erie.....	100	950,000	M. & N. Nov. '69	Louisville and Nashville.....	100	8,780,501	Aug. '70	South Shore.....	100	259,685	Jul. '68
Buffalo and Erie.....	100	5,000,000	F. & A. Aug. '69	Louisville and Nashville.....	100	8,780,501	Aug. '70	South Western, Georgia.....	100	3,929,900	Feb. '70
Cambridge Horse (Boston).....	100	727,800	A. & O. Apr. '70	Lowell and Lawrence.....	100	200,000	Apr. '70	Staten Island.....	100	660,000	Jul. '67
Camden and Amboy.....	100	5,000,000	F. & A. Aug. '70	Lowell Horse.....	100	55,830	Jan. '70	Stony Brook.....	100	287,300	May '70
Camden and Atlantic pref.....	50	600,000	July '69	Macon and Western.....	100	2,000,000	July '70	Steubenville and Indiana.....	100	1,983,141	Nov. '69
Camden & Burlington Co.....	100	331,000	July '69	Mahanoy & B'd Mount n.....	50	1,676,915	July '70	Stockbridge & Pittsfield.....	100	448,700	Aug. '70
Cape Cod.....	50	121,928	J. & J. July '70	Maine Central.....	100	1,611,500	May '70	Summit Branch.....	50	250,000	Aug. '70
Cape May and Milvile.....	50	447,000	J. & D. June '70	Manchester & Lawrence.....	100	1,000,000	May '70	Syr. Bingham. and N. Y.....	100	1,314,130	Jun. '70
Catawissa.....	50	1,150,000	M. & N. May '70	Marietta & Cincinnati.....	50	3,029,778	Sep. '69	Taunton Branch.....	100	250,000	Jun. '70
Catawissa pref.....	50	2,200,000	M. & N. May '70	Do. 1st pref.....	50	8,130,719	Sep. '69	Tennessee and Alabama.....	100	595,922	Jul. '70
Cayuga & Susquehanna.....	50	689,110	J. & J. July '70	Do. 2d pref.....	50	4,460,368	Sep. '69	Terre Haute and Indiana.....	100	1,983,150	Jul. '70
Cedar Rapids & Mo. pref.....	100	755,000	M. & N. May '69	Memphis and Charleston.....	100	6,312,725	June '69	Third Avenue (N. Y.).....	100	1,768,150	Nov. '69
Central of Georgia.....	100	4,686,900	J. & J. Jan. '70	Memphis and Ohio.....	100	570,000	July '70	Thirteenth and Fif. (Ph.).....	50	2,700,000	July '70
Central of New Jersey.....	100	15,000,000	J. & J. July '70	Metropolitan (Boston).....	100	1,250,000	July '70	Tol. Peoria and Warsaw.....	100	2,700,000	July '70
Central Ohio.....	100	2,600,000	J. & D. June '70	Michigan Central (Boston).....	100	11,197,348	Apr. '70	Do. (E. D.) pref.....	100	1,700,000	January, 1870
Do. pref.....	100	400,000	J. & D. June '70	Middlesex (Boston).....	100	400,000	Apr. '70	Do. (W. D.) pref.....	100	1,300,000	1870, 11.45
Gen. Park, N. & E. River.....	100	970,000	Oct. '67	Mill Creek and Minehill.....	50	323,376	Jan. '70	Tol. Wabash and West.....	100	1,170,000	May '70
Chemung.....	100	880,000	J. A. & O. Jan. '70	Millville and Glassboro.....	100	405,020	Feb. '70	Do. pref.....	100	1,000,000	May '70
Cheshire, preferred.....	100	2,017,825	J. & J. July '70	Milw. & Prairie du Chien.....	100	7,665,104	Feb. 1870	Troy and Boston.....	100	607,111	Jun. '67
Chicago and Alton.....	100	5,141,800	M. & S. Mar. '70	Do. 1st pref.....	100	7,665,104	Feb. 1870	Troy and Greenbush.....	100	274,400	Jun. '67
Do. pref.....	100	2,426,400	M. & S. Mar. '70	Milw. & St. Paul.....	100	7,665,104	Feb. 1870	Union Transport'n (Box).....	100	200,000	Jul. '70
Chicago, Burl. & Quincy.....	50	13,825,025	M. & S. Mar. '70	Do. pref.....	100	7,665,104	Feb. 1870	Union (Phila.).....	50	291,475	July '70
Chicago, Iowa & Nebraska.....	100	2,600,000	J. & J. July '70	M. Hill & Schuyk. Haven.....	50	3,776,600	Jul. '70	Utica and Black River.....	100	834,400	Jan. '70
Chicago and Milwaukee.....	100	2,227,000	J. & J. July '70	Mobile and Ohio.....	100	3,762,400	Dec. '67	Vermont and Canada.....	100	2,500,000	June '70
Chicago & N. Western.....	100	14,590,162	J. & D. Dec. '69	Montgomery & W. Point.....	100	1,644,104	Dec. '67	Vermont Central.....	100	6,000,000	June '70
Do. pref.....	100	18,159,097	J. & D. Dec. '69	Morris and Essex.....	50	7,880,100	Jan. '70	Vermont and Massachusetts.....	100	2,800,000	July '70
Chicago, R. I. & Pacific.....	100	16,000,000	A. & O. Apr. '70	Mt. Carbon & Pt. Carbon.....	50	282,350	July '70	Vicksburg and Meridian.....	100	357,400	July '70
Cin. Ham. & Dayton.....	100	3,500,000	A. & O. Apr. '70	Nashua and Lowell.....	100	720,000	May '70	Virginia Central.....	100	3,353,879	Nov. '69
Cincinnati City Passenger.....	100	1,000,000	J. & J. Jan. '70	Nashville & Chattanooga.....	100	2,056,544	Feb. '70	Virginia and Tennessee.....	100	3,506,300	Nov. '69
Do. Street.....	50	392,073	M. & N. Nov. '69	Naugatuck.....	100	1,436,000	Feb. '70	Western Union.....	100	2,707,693	Feb. '70
Cin. Sand. & Clev. pref.....	50	192,750	J. @ J. Jan. '70	New Bedford & Taunton.....	100	500,000	Jan. '70	West Jersey.....	100	1,209,000	Feb. '70
Citizens' Passenger (Phila.).....	100	10,450,000	F. & A. Aug. '70	New Haven & N. London.....	100	738,638	Jan. '70	West Philadelphia.....	50	249,100	July '70
Clev. Col. Cin. & Ind.....	100	2,056,400	F. & A. Aug. '70	N. Haven & Northampton.....	100	1,344,000	Jan. '70	Wilm. and Weldon.....	100	1,463,776	July '70
Cleveland & Mahoning.....	50	5,985,775	J. A. & O. Aug. '70	New Jersey.....	100	6,250,000	Aug. '70	Winchester and Potomac.....	100	1,547,650	July '70
Cleveland and Pittsburgh.....	50	5,000,000	F. & A. Feb. '70	New London Northern.....	100	895,000	Apr. '70	Worcester and Nashua.....	75	1,522,500	Jul. '70
Cleveland and Toledo.....	50	10,460,900	J. & D. June '70	N. Y. Central & Hudson R.....	100	45,000,000	Apr. '70				
Coh. Chl. & Indiana Can.....	100	1,786,200	J. & D. June '70	Do. pref.....	100	45,000,000	Apr. '70				
Columbus and Xenia.....	50	1,600,000	M. & N. May '70	Do. old int. cer.....	100	22,829,000	Apr. '70				
Concord.....	100	350,000	J. & J. July '70	New York and Harlem.....	50	6,500,000	July '70				
Concord & Ports. guar.....	100	350,000	J. & J. July '70	Do. pref.....	50	6,500,000	July '70				
Coney Island & Brooklyn.....	100	500,000	J. & J. July '70	New York & New Haven.....	100	9,000,000	July '70				
Conn. & Passum. Rivers.....	100	139,000	F. & A. Aug. '70	N. Y. Provid. & Boston.....	100	2,000,000	July '70				
Do. do. pref.....	100	1,822,100	F. & A. Aug. '70	N. Yag. Bridge & Cananda.....	100	1,000,000	Jan. '70				
Connecticut River.....	100	1,700,000	A. & O. Apr. '70	Ninth Avenue.....	100	797,400	Jan. '70				
Cumberland Valley.....	100	1,316,900	J. & J. July '70	Norfolk & Petersburg guar.....	100	137,500	Jan. '70				
Danbury and Neww.....	100	400,000	A. & O. Apr. '70	North Carolina.....	100	4,000,000	July '70				
Dayton and Michigan.....	100	2,380,648	J. & J. Jan. '70	Northern Central.....	100	5,000,000	May '70				
Delaware.....	50	694,260	J. & J. Jan. '70	North Eastern (S. C.) pref.....	100	155,000	May '70				
Del. Lackaw. & Western.....	50	13,386,020	J. & J. July '70	Northern of N. Hampsh.....	100	3,068,400	June '70				
Des Moines Valley.....	100	1,820,200	J. & J. July '70	North Pennsylvania.....	50	3,150,150	Jan. '70				
Detroit & Milwaukee.....	100	452,350	J. & J. July '70	Norwich & Worcester.....	100	2,363,600	Aug. '70				
Do. pref.....	100	2,095,000	Dec. '69	Ogdensb. & L. Champl'n.....	100	3,040,900	Jan. '70				
D. Dock, E. B'dw. & Bat.....	100	1,200,000	F. M. & N. May '70	Do. pref.....	100	1,994,900	Apr. '70				
Dubuque and Sioux City.....	100	1,673,641	J. & J. July '70	Ohio and Mississippi.....	100	20,000,000	Jun. '70				
Do. do. pref.....	100	1,987,351	J. & J. Jan. '70	Do. pref.....	100	20,000,000	Jun. '70				
East Mahanoy.....	50	392,550	J. & J. July '70	Oil Creek & Allegheny R.....	50	4,259,000	July '70				
Eastern (Mass.).....	100	3,883,300	J. & J. Jan. '70	Old Colony & Newport.....	100	4,848,320	July '70				
Eastern (N. H.).....	100	492,500	J. & J. Jan. '70	Orange and Newark.....	100	251,550	Aug. '69				
East Pennsylvania.....	50	654,600	July '70	Oswego and Syracuse.....	50	482,400	Aug. '69				
East Tenn. and Georgia.....	100	1,290,087	J. & J. Jan. '70	Pacific of Missouri.....	100	3614,515	July '70				
East Tenn. and Virginia.....	100	1,002,000	J. & J. Jan. '70	Panama.....	100	7,000,000	July '70				
Eighth Avenue (N. Y.).....	100	1,000,000	J. A. & O. Jan. '68	Paterson and Ramapo.....	100	248,500	July '70				
Elm. Jeffers & Canand.....	100	600,000	F. & A. Feb. '70	Paterson and Hudson River.....	100	630,000	July '70				
Elmira & Williamsport.....	50	600,000	M. & N. Nov. '69	Pennsylvania.....	100	21,045,750	May '70				
Do. do. pref.....	50	600,000	J. & J. Jan. '70	Peoria & Bureau Valley.....	100	1,200,000	Feb. '70				
Erie Railway.....	100	70,000,000	F. & A. Feb. '60	Peoria and Hannibal.....	100	600,000	Jul. '69				
Do. pref.....	100	8,534,910	Annual. Dec. '69	Philadelphia and Erie.....	50	6,004,200	Jan. '70				
Erie & Pittsburgh.....	50	962,990	Annual. Dec. '6								



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	61,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868.....	44,463	86,937	81,396	96,481	106,835	164,720	259,590	261,832	262,770	294,422	286,562	342,745	2,900,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	552,657	511,854	609,788	579,642	635,266	410,000	5,611,599
1870.....	331,568	313,325	393,790	521,036	761,285	682,710							
<b>Chicago and Alton:</b>													
1863.....	109,850	101,365	104,372	122,084	132,301	145,642	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	134,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	232,615	2,770,484
1865.....	280,503	275,283	299,063	258,490	322,278	355,270	409,251	401,280	357,956	307,910	236,824	3,840,092	
1866.....	222,241	222,241	290,111	269,249	329,851	371,544	321,597	387,200	322,638	300,223	325,030	271,247	3,696,153
1867.....	243,787	157,832	235,961	282,166	335,510	342,555	364,244	415,982	408,090	426,762	389,102	330,169	3,892,861
1868.....	276,117	276,140	267,094	279,121	305,342	384,504	404,012	558,101	486,196	503,746	409,569	801,701	4,605,643
1869.....	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	405,691	348,995	4,652,506
1870.....	293,978	523,825	344,366	334,653	395,044	411,986							
<b>Chicago, Rock Island and Pacific:</b>													
1863.....	140,024	122,512	122,512	126,798	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267	
1864.....	158,738	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,067	3,095,470
1865.....	246,351	246,351	289,403	196,580	234,612	321,518	244,121	306,231	389,489	307,522	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,500	306,693	258,926	317,077	400,941	428,474	345,028	290,288	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	599,549	442,272	377,065	4,365,614
1868.....	308,587	297,464	278,431	301,952	316,709	378,436	341,855	568,390	558,387	591,209	424,530	433,435	4,797,464
1869.....	333,319	368,208	398,740	388,386	449,582	525,541	455,607	632,652	739,555	584,156	479,236	893,468	5,684,109
1870.....	401,275	449,655	600,393	443,300	567,900	629,512	462,400						
<b>Chicago and Northwestern:</b>													
1863.....	140,024	122,512	122,512	126,798	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267	
1864.....	158,738	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,067	3,095,470
1865.....	246,351	246,351	289,403	196,580	234,612	321,518	244,121	306,231	389,489	307,522	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,500	306,693	258,926	317,077	400,941	428,474	345,028	290,288	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	599,549	442,272	377,065	4,365,614
1868.....	308,587	297,464	278,431	301,952	316,709	378,436	341,855	568,390	558,387	591,209	424,530	433,435	4,797,464
1869.....	333,319	368,208	398,740	388,386	449,582	525,541	455,607	632,652	739,555	584,156	479,236	893,468	5,684,109
1870.....	401,275	449,655	600,393	443,300	567,900	629,512	462,400						
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1863.....	242,205	236,160	242,205	236,160	236,160	236,160	236,160	236,160	236,160	236,160	236,160	236,160	2,918,342
1864.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,966
1865.....	201,500	218,600	244,161	246,046	260,169	274,021							
<b>Illinois Central:</b>													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	369,463	3,445,827
1863.....	299,944	271,085	276,643	289,224	334,687	407,992	433,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	460,782	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	632,447	6,329,447
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,063	606,266	606,465	611,608	569,250	567,679	480,626	578,253	571,348	661,971	588,210	504,066	6,646,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	658,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,822,482
1870.....	654,587	663,391	644,374	597,571	695,263	759,215	649,768						
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,551	81,181	96,388	93,373	98,043	106,921	104,566	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,555	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	95,416	95,416	95,416	108,413	125,556	121,619	125,065	119,169	121,408	1,294,096
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	151,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127						
<b>Michigan Southern &amp; Northern Indiana:</b>													
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1865.....	363,996	366,361	413,974	365,180	351,459	387,095	301,613	418,576	456,808	524,766	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	354,401	429,177	496,655	429,546	352,218	4,550,328
1867.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	458,388	530,871	429,785	380,084	4,663,808
1868.....	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	434,886	436,399	437,503	4,951,158
1869.....	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	
1870.....	931,873*	1,006,961*	1,162,697*										
<b>Michigan Central:</b>													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	205,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,868	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	265,244	346,781	408,445	410,802	405,510	370,946	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	476,661	490,694	441,670	328,870	4,520,550
1866.....	282,439	265,796	343,757	365,196	335,083	324,966	359,646	429,161	493,640	414,604	398,609	4,260,115	
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,316	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,609,261
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	403,283	363,187							
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,266	401,900	269,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,603
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	556,917	468,880	6,617,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,566	7,250,669
1870.....	396,171	382,823	377,000	443,132	730,700	755,737							
<b>North Missouri:</b>													
1869.....	119,721	94,927	136,263	149,184	139,000	150,416							
1870.....	213,101	196,207	239,161	289,490	259,000	208,493							
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,10											

## NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.		Amounts outstanding.	Rate.	Payable.
<b>National Securities Aug. 1, 1870.</b>									
Loan of June 14, 1868.....registered	\$20,000,000	5	Jan. & July.	1874	105	Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	105	.. Troy and Greenfield Loan, stg.	3,506,580	5	"
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,733,100	5	"	1871	114	.. .. dollar	1,166,500	5	"
and March 3, 1863.....coupon	945,000	5	"	1881	114	.. .. Eastern R. R. Loan.....	200,000	5	Jan. & July.
Oregon War Bonds of March 2, 1861.....		5	"	1881	114	.. .. Nor. & Wor. R. R. Loan.....	400,000	5	"
Loan of Feb. 25, 1862 (5-20s).....registered	498,760,750	5	July.	1881	114	.. .. B. H. & Erie R. R. Loan, stg.	290,400	5	"
Loan of March 3, 1864 (5-20s).....coupon	3,180,100	5	May & Nov.	1882	115	.. .. State Scrip (var.).....	171,000	5	Various.
Loan of June 30, 1864 (5-20s).....coupon	108,415,950	5	"	1882	112	.. .. ..	117,000	5	April & Oct.
Loan of March 3, 1865 (5-20s).....registered	189,923,050	5	"	1884	110	.. .. ..	125,000	5	Various.
.. .. 2d series (5-20s).....coupon	282,511,200	5	"	1884	110	.. .. ..	244,000	5	June & Dec.
.. .. 3d series (5-20s).....coupon	350,464,350	5	"	1884	110	.. .. ..	50,000	5	Jan. & July.
.. .. 4th series (5-20s).....coupon	39,765,350	5	"	1885	110	.. .. ..	200,000	5	"
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Jan. & July.	1885	111	.. .. ..	650,000	5	"
.. .. (10-40s).....coupon	64,618,632	5	Mar. & Sept.	1885	111	.. .. ..	720,000	5	"
Pacific R. R. Bonds.....(currency)	45,420,000	5	"	1885	111	.. .. ..	1,430,000	5	"
Certificates of Mar. 2, 1867, and July 25, 1868.....	14,000,000	5	"	1886	109	.. .. ..	600,000	5	"
Navy Pension Fund of July 23, 1868.....	47,050	5	"	1886	109	.. .. ..	220,000	5	May & Nov.
Loans of 1842, 1847 and 1848.....	89,625	5	"	1887	109	.. .. ..	200,000	5	Jan. & July.
Texas Indemnity Bonds of Sept. 9, 1850.....	246,222	5	"	1887	109	.. .. ..	4,000,744	5	May & Nov.
Treasury Notes prior to 1857.....	643,050	7.5	"	1888	109	.. .. ..	4,379,500	5	"
Treasury Notes of 1857, '61 and '63.....	5,000	5	"	1888	110	.. .. ..	885,000	5	Jan. & July.
Certificates of Indebtedness.....	2,126,860	5	"	1888	110	.. .. ..	3,505,000	5	Mar. & Sept.
Compound Interest Notes of 1863 and 1864.....	181,310	5	"	1904	104	.. .. ..	919,324	5	Var.
Temporary Loan of June 30, 1864.....	356,106,226	5	"	1904	107	.. .. ..	86,000	5	Jan. & July.
U. S. Notes (greenbacks).....	39,757,684	5	"	1904	107	.. .. ..	200,000	5	"
Fractional Currency.....		5	"	1904	107	.. .. ..	1,728,000	5	"
<b>State Securities, latest dates.</b>									
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76	.. .. ..	896,000	7	"
.. .. (extended).....	2,414,800	5	"	'83-'85		.. .. ..	463,000	7	May & Nov.
.. .. (sterling).....	770,500	5	Jan. & July.	'80-'86		.. .. ..	2,275,000	7	Jan. & July.
.. .. (extended).....	732,800	5	"	'80-'86		.. .. ..	7,000,000	5	Jan. & July.
.. .. (new).....	660,200	5	"	'80-'86		.. .. ..	453,000	5	Jan. & July.
Arkansas—State Bonds (Real Estate Bank).....	886,000	5	April & Oct.	1861	90	.. .. ..	2,830,000	5	"
.. .. (State Bank).....	440,000	5	Jan. & July.	1861	90	.. .. ..	13,734,000	5	"
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1867	112	.. .. ..	1,589,000	7	"
.. .. 1860.....	177,500	7	"	1880		.. .. ..	3,000,000	5	"
.. .. Soldiers' Relief Bonds.....	470,500	7	"	'83-'85		.. .. ..			
.. .. Bounty Bonds.....	982,000	7	"	'83-'85		.. .. ..			
Connecticut—War Bonds, My '61 (10 or 20yr).....		6	Jan. & July.	'71-'81	90	.. .. ..			
.. .. Oct. '61 (10 or 20yr).....		6	"	'72-'82	90	.. .. ..			
.. .. Nov. 1863.....	7,513,692	6	"	1883	90	.. .. ..			
.. .. My '64 (10 or 20yr).....		6	April & Oct.	'74-'78	90	.. .. ..			
.. .. May 1, 1865 (free).....		6	"	1885		.. .. ..			
.. .. (various) registered.....	867,500	5	Various.	Var.		.. .. ..			
Florida—State Bonds.....	500,000	5	Jan. & July.	Var.		.. .. ..			
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	"	Var.		.. .. ..			
.. .. (Act March 12, 1866).....	176,000	7	Jan. & July.	1870	92	.. .. ..			
.. .. (W. & A. R. R.).....	3,164,500	7	May & Oct.	1870		.. .. ..			
.. .. (Atl. and Gulf R. R.).....	1,519,000	6	Jan. & July.	1886		.. .. ..			
.. .. (sterling).....	75,000	6	"	'68-'74	85	.. .. ..			
.. .. (sterling).....	734,000	5	May & Oct.	1874		.. .. ..			
.. .. (sterling).....	72,000	5	Feb. & Aug.	'78-'86		.. .. ..			
.. .. (sterling).....	1,635,954	5	Mar. & Sept.	1869		.. .. ..			
.. .. (sterling).....	996,649	6	Jan. & July.	1870		.. .. ..			
.. .. (sterling).....	193,400	6	"	1877		.. .. ..			
.. .. (sterling).....	985,900	6	"	1865		.. .. ..			
.. .. (sterling).....	104,000	6	"	'69-'77	100	.. .. ..			
.. .. (sterling).....	543,200	6	"	1869		.. .. ..			
.. .. (sterling).....	792,222	6	"	1879		.. .. ..			
.. .. (sterling).....	535,367	6	"	1870		.. .. ..			
.. .. (sterling).....	2,322,925	5	"	1870		.. .. ..			
.. .. (sterling).....	210,000	5	"	1866		.. .. ..			
.. .. (sterling).....	200,000	5	"	1866		.. .. ..			
.. .. (sterling).....	300,000	5	"	1866		.. .. ..			
.. .. (sterling).....	750,000	5	"	1866		.. .. ..			
.. .. (sterling).....	100,000	5	"	1866		.. .. ..			
.. .. (sterling).....	1,421,000	5	"	1866		.. .. ..			
.. .. (sterling).....	339,000	5	"	1866		.. .. ..			
.. .. (sterling).....	160,000	5	"	1866		.. .. ..			
.. .. (sterling).....	635,000	5	"	1866		.. .. ..			
.. .. (sterling).....	684,500	5	"	1866		.. .. ..			
.. .. (sterling).....	2,092,000	5	"	1866		.. .. ..			
.. .. (sterling).....	86,000	5	"	1866		.. .. ..			
.. .. (sterling).....	1,000,000	5	"	1866		.. .. ..			
.. .. (sterling).....	2,414,000	5	"	1866		.. .. ..			
.. .. (sterling).....	3,000,000	5	"	1866		.. .. ..			
.. .. (sterling).....	494,800	5	"	1866		.. .. ..			
.. .. (sterling).....	250,000	5	"	1866		.. .. ..			
.. .. (sterling).....	171,000	5	"	1866		.. .. ..			
.. .. (sterling).....	800,000	5	"	1866		.. .. ..			
.. .. (sterling).....	525,000	5	"	1866		.. .. ..			
.. .. (sterling).....	2,832,500	5	"	1866		.. .. ..			
.. .. (sterling).....	475,000	5	"	1866		.. .. ..			
.. .. (sterling).....	802,000	5	"	1866		.. .. ..			
.. .. (sterling).....	2,252,112	5	"	1866		.. .. ..			
.. .. (sterling).....	1,214,580	5	"	1866		.. .. ..			
.. .. (sterling).....	269,000	5	"	1866		.. .. ..			
.. .. (sterling).....	24,000	5	"	1866		.. .. ..			
.. .. (sterling).....	1,438,428	5	"	1866		.. .. ..			
.. .. (sterling).....	625,008	5	"	1866		.. .. ..			
.. .. (sterling).....	46,232	5	"	1866		.. .. ..			
.. .. (sterling).....	2,040,100	5	"	1866		.. .. ..			
.. .. (sterling).....	100,000	5	"	1866		.. .. ..			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	7	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	98	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	90
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.	59,000	....					2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....					Central of Georgia:						
Androscoogin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98½
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7*	7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	103
1st Mortgage (Pennsylvania).....	7*	7*	"	"	1877	....	New Loan for \$5,000,000.	1,500,000	7	Feb. & Aug.	"	1890	100½
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7*	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84½
1st Mortgage (Buffalo Extension)	7*	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7*	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	86
2d Mortgage (New York).....	3,000,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	1885	107
2d Mortgage (Pennsylvania).....	7*	7*	Jan. & July.	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104½
2d Mortgage (Ohio).....	20,000,000	7*	April & Oct.	"	1895	....	National Loan.....	26,010,800	6	"	"	1895	....
1st Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	8,701,806	7*	"	"	18—	....	1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	2,000,000	....					Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000	6*	May & Nov.	New York.	1900	90	
Portland City Loan (skg fund)	1,614,500	6	April & Oct.	Portland.	1866	....	Cheshire:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	Chester Valley:						
Baltimore and Ohio:							1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94	Chicago and Alton:						
Loan of 1850.....	579,500	6	"	"	1880	93½	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Loan of 1855.....	1,710,500	6	April & Oct.	"	1885	93	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	93½
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	110
Bay de Noquet and Marquette:							Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Bellefontaine:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	Chicago, Cincinnati and Louisville:						
Bellefonte and Snow Shoe:							1st Mortgage for \$1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Chicago and Great Eastern:						
Belvidere Delaware:							Construction.....	400,000	7	April & Oct.	New York.	1895	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Income.....	300,000	7	"	"	1895	41
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85½	Chicago, Danville and Vincennes:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
Blue Ridge, S. Car.:							Chicago, Iowa and Nebraska:						
1st Mortgage of \$2,500,000	7	Jan. & July.	Charleston.	1898	....	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....	
Boston and Albany:							Chicago and Milwaukee (45 m's):						
Sterling Loan.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	98½
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Chicago and Northwestern:						
Boston, Clinton and Fitchburg:							Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Funded Coupons.....	755,000	7	May & Nov.	"	1883	25
Boston, Concord and Montreal:							General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	93
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 224 m.)	100,000	6	Jan. & July.	Boston.	1870	99½	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87½
2d Mort. conv. (1st M. on 224 m.)	250,000	7	"	New York.	1870	....	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Mississippi River Bridge Bonds	200,000	7	Jan. & July.	"	1884	....
Boston, Hartford and Erie:							Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	90
1st Mortgage (new) for \$20,000,000	7	Jan. & July.	Boston.	1899	28	....	Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Boston and Lowell:							1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96½	1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	"	1898	90
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	1898	....
Buffalo, Bradford and Pittsburg:							1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
1st Mortgage.....	589,000	7	Jan. & July.	New York.	1886	....	Chicago, Rock Island and Pacific:						
Buffalo, Corry and Pittsburg:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	96½
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	Chillicothe and Brunswick:						
Buffalo and Erie:							1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Erie and Northeast.)	300,000	7	March & Sept.	"	1886	....	2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1880	80
Buffalo, New York and Erie:							3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	91	New Mortgage.....	282,000	7	"	"	1877	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	Cincinnati and Indiana:						
Burlington, Cedar Rapids & Minn.:							1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Burlington and Missouri River:							Cincinnati and Indianapolis June:						
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	87½	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....
3d Convertible bonds.....	958,545	8	"	"	1894	102	Cincinnati and Martinsville:						
California Pacific:							1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....							

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	May & Nov.	"	1879	96
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	91	3d Mortgage.....	6,000,000	7	"	"	1883	89
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	83
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	"	1888	80
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	103	Sterling Loan £800,000.....	4,844,444	6	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.)....	1,000,000	7	April & Oct.	"	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	81	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	66	1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
Income Bonds.....	1,243,000	7	"	"	1881		Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	"	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	"	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	"	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	"	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	"	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	"	"	1876-77	100	2d Mortgage.....	1,029,000	7	Feb. & Aug.	New York.	1882	103
Connecticut River:							Georgia:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	Bonds.....	592,000	7	J. & J.	Augusta.	70-76	
Connecting:							Grand Rapids and Indiana:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Cumberland and Pennsylvania:							Grand River Valley:						
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		Grand Trunk (Ca.):						
Cumberland Valley:							1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		2d Preference Bonds.....	7,355,986	5	"	"	18—	
2d Mortgage.....	109,500	8	"	"	1904		3d Preference Stock.....	3,414,094	4	"	"	18—	
Danbury and Norwalk:							4th Preference Stock.....	25,592,360	4	"	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		Equipment Bonds.....	2,433,333	6	April & Oct.	"	18—	
Danv., Urbana, Blooming & Pekin:							Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Great Western of Canada:						
Dayton and Michigan:							Government Loan £573,688.....	2,782,387	6	"	Ottawa.		
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Mortgage Bonds £615,200.....	2,983,720	6	"	London.	73-76	
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Mortgage Bonds £547,000.....	2,652,950	5	"	"	77-78	
3d Mortgage.....	700,000	7	April & Oct.	"	1888		Stock Debentures £46,700.....	226,500	5	"	"	irred.	
Dayton and Union:							Great Western of Illinois:						
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888	106
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
Income Bonds.....	232,445	6	"	"	1879		1st Mortgage (General).....	1,455,000	7	"	"	1888	90
Dayton and Western:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	81
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Greenville and Columbia:						
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
Delaware:							Hannibal and St. Joseph:						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105
Guaranteed Bonds.....	100,000	6	"	"	1875		Convertible bonds.....	800,000	7	Jan. & July.	"	1883	
State Loan.....	170,000	6	"	"	1876		Eight per cent. Loan.....	800,000	8	"	"	1874	103
Extension Mortgage.....	100,000	6	"	"	1880		Ten per cent. Loan.....	1,000,000	10	"	"	1872	
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	500,000	10	"	"	1869	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	1st Mort. (Quincy and Palmyra)	500,000	8	"	"	18—	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	94	1st Mort. (Kan. City & Cameron)	1,200,000	10	"	"	1891	103
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	94	Harrisburg and Lancaster:						
Des Moines Valley:							1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		Hartford and New Haven:						
Income Bonds.....	462,000	7	Jan. & July.	"	1884		1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Detroit and Milwaukee:							Hartford, Providence and Fishkill:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	
2d Mortgage.....	1,000,000	8	"	"	1875		1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	"	Hartford.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		Hempfield:						
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Bonds of June 30, 1866, (cond.)...	1,861,639	6	"	"	1886		Housatonic:						
Detroit, Mon. & Tol. (M.S. & N.I.)							1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92	2d Mortgage.....	100,000	7	"	"	1885	
Detroit and Pontiac (Det. & Mil.):							Houston and Texas Central:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7	Jan. & July.	New York.	1891	
1st Mortgage.....	150,000	7	April & Oct.	"	1878		Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	183,000	7	May & Nov.	"	1875	102
1st Mortgage (construction).....	680,000	7	"	"	1894		Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	27
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	110
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	332,000	6	"	"	1875	
East Pennsylvania:							Redemption.....	2,500,500	6	"	"	1890	
1st Mortgage, Sinking Fund.....	508,900	7	April & Oct.	Philadelphia.	1888		Redemption, sterling.....	2,500,000	6	"	London.	1875	
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (1866).....	430,277	6	"	"	1898		Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
Mortgage (new).....	136,400	7	"	"	1880		1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	"	1888	
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (1866).....	600,000	6	"	"	1898		Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	"	"	18—		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, (convert. sterling)...	420,000	5	Jan. & July.	London.	1872		Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	733,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96
1st Mortgage, (Essex Railroad)...	214,000	6	Jan. & July.	"	1876		Jeffersonville (J. M. & L.):						
Bonds of 1868.....	500,000	6	March & Sept.	"	1889	94	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Edgfield and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
Elmira and Williamsport:							Joliet and Chicago:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	96	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
Income Bonds.....	570,000	5	April & Oct.	"	1872	60	Joliet and Northern Indiana:						
European and North American:							1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	
1st Mortgage (Bangor to Winn.)...	1,000,000	6	Jan. & July.	London.	1886								



An Asterick (\*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:													
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	Mobile and Montgomery:						
Kentucky Central:							1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1888	....
1st Mort. (Covington & Lexing.)	128,000	7	— & —	New York.	1873	....	Mobile and Ohio:						
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	4,598,000	8*	May & Nov.	London.	1882	....
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	1st Mortgage, Sterling.....	388,900	8	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Tennessee Loans.....	1,669,800	6	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Income of '61, '62, '65 and '67..	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Liquidation (10 year) bonds.....	697,900	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Interest bonds.....	129,000	8	March & Sept.	New York.	1886	....
Knoxville and Kentucky:							Montgomery and Eufla:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, endorsed by Ala..	100,000	8	Jan. & July.	New York.	1871	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Montgomery and West Point:						
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mortgage Bonds.....	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	90
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	Morris and Essex:						
Lake Erie and Louisville:							1st Mortgage, Sinking Fund.....	1,569,000	6	Jan. & July.	New York.	1890	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	2d Mortgage.....	150,000	6	"	"	1892	....
Lawrence:							Nashville and Chattanooga:						
1st Mortgage.....	360,000	7	"	"	1886	....	1st Mortgage, endorsed by Tenn..	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Tenn. State Loan.....	245,176	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	89	Tenn. Coupons Funded.....	208,000	10	April & Oct.	Nashville.	1870	....
Lehigh Valley:							Nashville and Decatur:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	Tenn. State Loan.....	2,465,000	10	April & Oct.	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	97	Income Bonds (Tenn. and Ala.)..	500,000	6	"	"	1887	....
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	2d Mortgage.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....		1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	.....
New Loan for \$800,000.....	.....	8	.....	.....	1887	.....	Consolidated Bonds.....	300,000	6	.....	.....	1895	.....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102 1/2	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	98	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	.....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	87 1/2	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	97
Consolidated Mort. sterling.....	83,420	.....	"	London.	1898	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	.....
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	80	Plaza,ville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	8	March & Sept.	Boston.	1876	95 1/2	1st Mortgage.....	525,000	10	"	"	1894	.....
Company Bonds.....	458,000	6	April & Oct.	"	1875	94	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	76	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85	Raritan and Delaware Bay:						
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	77 1/2	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,962	6	"	"	1887	.....	Equipment Bonds, convertible..	296,000	7	"	"	1876	.....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O..	350,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76 1/2
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	94	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97 1/2	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	81
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	.....	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	.....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	77 1/2
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870	.....	Rich. Frederickburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7	Feb. & Aug.	"	1875	.....	Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	.....
2d Mortgage, Sterling.....	1,150,000	7	Feb. & Aug.	"	1872	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	.....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	.....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	100,000	7	"	New York.	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	.....
1st Mortgage for \$16,000 per m..	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'69-'76	.....
1st Mort. { Harriab. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102 1/2	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	102	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	98
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	.....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	.....	1st Mortgage.....	1,384,000	7	"	New York.	18—	.....
State lien on whole property..	6,232,755	5	April & Oct.	Harrisburg.	1890	.....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	.....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1890	.....
1st Mortgage guaranteed.....	2,607,000	7	"	Philadelphia.	18—	92	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	.....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107 1/2
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	.....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage ( " " ).....	500,000	7	"	"	1882	90 1/2
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	.....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	96
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	.....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102	2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	77
1st Mortgage (General).....	5,000,000	6	"	"	1881	92 1/2	St. Louis and Iron Mountain.....						
2d Mortgage.....	4,000,000	6	"	"	1901	85 1/2	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	86
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	87 1/2	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Noris:							1st Mortgage (\$15,000 per mile)...	2,365,000	7	April & Oct.	New York.	1884	92 1/2
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	.....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	.....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	.....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	94 1/2	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	.....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	100	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	.....
Bonds of 1836, Sterling.....	182,400	5	"	London.	1880	.....	St. Paul and Chicago:						
Bonds of 183 of													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880		Consolidated Mort.—1st class..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	" " "	" "	1890	....
1st Mortgage.....	79,873	—	— & —	— & —	—		" " 3d class...	154,000	7	" " "	" "	1890	....
2d Mortgage.....	62,000	—	— & —	— & —	—		" " 4th class...	1,263,000	7	{ Jan. & Jul.	" "	1890	....
3d Mortgage.....	665,000	—	— & —	— & —	—								
Selma, Rome and Dalton:							Virginia and Tennessee:						
1st Mort. (Ala. and Tenn. River)	888,500	7	Jan. & July.	New York.	1872		1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	88½
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" " "	1864		2d Mortgage.....	23,500	6	" " "	" " "	1868	74½
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" " "	1887		3d Mortgage (Enlarged).....	990,000	6	" " "	" " "	1884	66½
Shamokin Valley and Pottsville:							Income Bonds.....	138,500	6	" " "	" " "	1885	....
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872		Funding Bonds (\$1,000,000)....	736,000	8	" " "	" " "	1890	84½
Sheyboygan and Fond Lac:							Warren:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884		1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Sioux City and Pacific:							Warwick Valley:						
1st Mortgage.....	1,623,320	7	April & Oct.	New York.	1898		1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
2d Mortgage (Gov. subsidy)....	1,623,320	6	Jan. & July.	" " "	1898		Western Alabama:						
Somerset and Kennebec:							1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874		West Wisconsin:						
2d Mortgage.....	250,000	6	" " "	" " "	1876		1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
Shore Line (N. H. & N. L.):							West Chester and Philadelphia:						
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	95
South Carolina:							2d Mortgage, registered.....	1,000,000	8	April & Oct.	" "	1878	....
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85		West Jersey:						
Sterling Bonds £59,031½.....	262,366	5*	" " "	Charleston.	'71-'85		Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91
Domestic Bonds.....	418,016	6	" " "	" " "	'73-'74		Loan of 1896 for \$1,000,000....	983,500	6	Jan. & July.	" "	1896	....
Domestic Bonds.....	563,500	7	April & Oct.	" " "	'89-'92		Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	" " "	'88-'91		Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'90-'91	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	103
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889		Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" " "	" "	1890	80
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	90
2d Mort., guar. by Petersburg..	300,000	6	Jan. & July.	Petersburg.	'70-'75		2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	" "	1890	85
3d Mort. (for City Point R. R.).	175,000	6	" " "	" " "	'65-'68		Western Pennsylvania:						
4th Mortgage.....	317,000	6	" " "	" " "	'70-'72		1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
Consol. Mortgage.....		8	" " "	New York.	'84-'90		Western Union:						
South Side, L. I.:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887		Whitehall and Plattsburg:						
South Western:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85		Wilcombe and Pocomoke:						
South West Pacific:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871		Wilm., Charlotte & Rutherford:						
Southern Minnesota:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888		1st Mortgage guar. by State.....		8	" " "	" "	1897	64½
Springfield and Columbus:							Wilmington and Manchester:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871		1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Staten Island:							2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886		1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	....
Sterling Mountain:							2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
1st Mortgage.....	350,000	7	— & —	New York.	1874		Wilmington and Weldon:						
Sullivan:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875		2d Mortgage, Sterling.....	197,777	7	May & Nov.	" "	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880		Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	93
Syracuse, Binghamton and N. Y.:							York and Cumberland (N. Cent.)						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876		1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
Summit Branch:							3d Mortgage.....	500,000	6	" " "	" "	1877	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	CANAL BONDS.						
Sussex:							Chesapeake and Delaware:						
1st Mortgage.....	200,000	6	— & —	New York.	18—		1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Tioga:							Chesapeake and Ohio:						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Toledo, Peoria and Warsaw:							Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84½	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" " "	1896	83½	Delaware Division:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" " "	1886		1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
Toledo, Wabash and Western:							Delaware and Hudson:						
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st M.L.Erie, W. & St.L. 167 m.)	2,500,000	7	" " "	" " "	1890		1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" " "	1878	94½	Delaware and Raritan (See Cam		Δ	mbroy R. R.)	" "	1877	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" " "	1871		Erie of Pennsylvania:						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" " "	" " "	1883	79½	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
Consol. M. (T.W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" " "	1907	82½	Interest Bonds.....	161,980	7	" " "	" "	18—	....
Troy and Boston:							Illinois and Michigan:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" " "	1885		Ill. State bonds, sterling, reg....	500,967	6*	" " "	" "	1870	....
3d Mortgage.....	650,000	7	May & Nov.	" " "	1875		Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" " "	1882		Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage, guaranteed.....	360,000	6	" " "	" " "	1878		2d Loan.....	5,606,122	6*	" " "	" "	1884	83
Union Pacific:							3d Loan.....	2,000,000	6	" " "	" "	1897	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	82½	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	88½
2d Mortgage (Gov. subsidy)....	27,951,000	6	" " "	" " "	'95-'99		Convertible Loan.....	1,201,850	6	" " "	" "	1877	78½
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y. & Boston	'87-'89	72½	Monongahela Navigation:						
Income bonds.....	8,165,000	10	Mar. & Sept.	Boston.	'72-'74	78½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" " "	" "	18—	....
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895		Morris (and Banking):						
2d Mortgage (Gov. subsidy)....	1,000,000	6	Jan. & July.	" " "	1895		1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	82½
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" " "	" "	1876	76
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895		Boat Loan.....	232,087	6	" " "	" "	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" " "	1896		North Branch:						
2d Mortgage (Gov. subsidy)....	6,303,000	6	Jan. & June.	" " "	'95-'97		1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.)....	600,000	7	May & Nov.	" " "	1896		Schuylkill Navigation:						
Land Grant Mort. for \$500,000..	361,000	7	March & Sept.	" " "	'71-'76		1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" " "	1916		2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	70
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	86	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	40	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. & C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'80	108½	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	46
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91½	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	7½
1st Mortgage.....	336,000	7	April & Oct.	New York.	1860		West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" " "	Boston.	1860		1st Mortgage, sinking fund....	750,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage.....	293,200	7	" " "	New York.	1869		Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	75





[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "S."

Year ending.	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.			
	Main Line.			Branch Line.			Railroad in progress.			Engines.			Cars.			Freight.			Net.				Dividends.		
	M.	C.	P.	M.	C.	P.	M.	C.	P.	M.	C.	P.	M.	C.	P.	M.	C.	P.	M.	C.	P.		M.	C.	P.
Jan. 30, 1888	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jun. 30, 1888	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Oct. 31, 1888	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Dec. 31, 1888	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jan. 30, 1889	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jun. 30, 1889	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Oct. 31, 1889	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Dec. 31, 1889	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jan. 30, 1890	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jun. 30, 1890	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Oct. 31, 1890	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Dec. 31, 1890	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jan. 30, 1891	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Jun. 30, 1891	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1,070	7	100
Oct. 31, 1891	37.0	116.0	8.0	1	25	Lake Erie and Louisville	1,000,000	700,000	9,000	29,006	12.8	890,706	33,823	42,109	4,277	609	02	28,439	1,070	7	100	46,085	1		



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## CITY PASSENGER RAILROAD SHARE AND BOND LIST.

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS

Years ending.	Length equiv. single track	Horses & a Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
	m.	No.	No.		\$	\$	\$	\$	\$	\$	P. C.	\$	\$	\$
Sept. 30, '69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	100	100	100	100
Nov. 30, '69	1.05			Albany St. Freight (B'ton).Mass.	49,749	150,000		4,377	3,404	Loss.	100	100	100	100
Oct. 31, '69	8.41	11	73	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372	100	100	100	100
Dec. 31, '68	31.00	479	78	Baltimore City.....Md.	1,762,725	900,000	694,000	23,300	334,039	83,267	100	100	100	100
Sept. 30, '69	22.00	400	50	Bleek. st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			480,046	8,900	6 1/2	100	100	100
Nov. 30, '69	2.57			Boston and Chelsea.....Mass.	41,000	41,000					100	100	100	100
Nov. 30, '69	5.56			Boston & West Roxbury.....Mass.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	100
Sept. 30, '69	15.76	185	46	Broadway (Brooklyn).....N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	100
Sept. 30, '69	16.00	775	103	B'way & 7th Av. (N.Y.C.) N.Y.	179,789	100,000	80,000		30,153	Loss.	100	100	100	100
Sept. 30, '69	7.00			Brooklyn, Bath & Coney I. N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	100
Sept. 30, '69	12.00	1321	271	Brooklyn City.....N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	100	100	100	100
Sept. 30, '69	71.00	178	37	Brooklyn City & Newtown N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	100	100
Sept. 30, '69	19.25	22	8	B'klyn. Prosp. P. & Flatb. N.Y.		10,000	100,000	(Not in operation.)			100	100	100	100
Sept. 30, '69	4.50			B'klyn Flatb. & Coney Isl. N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	100	100	100	100
Sept. 30, '69	15.21	180	51	Buffalo street.....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	100	100	100	100
Sept. 30, '69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	734,670	727,800	150,000	94	77,500	9.0	100	100	100	100
Nov. 30, '69	28.52	20	4	Cambridge (Boston).....Mass.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	100
Sept. 30, '69	1.76			Central City (Syracuse).....N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	100	100
Sept. 30, '69	36.00	731	128	Cen. P. & N.E.R. (N.Y.C.) N.Y.	179,635	192,750			240,293	81,318	36 1/2	50	194	100
Oct. 31, '69	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19 1/2	50	44	100
Oct. 31, '69	9.06	112	16	Citizens' (Pittsburg).....Pa.	647,364	500,000	214,000	29,131	144,047	13,067	100	100	100	100
Sept. 30, '69	14.83	212	26	Coney Island (Brooklyn) N.Y.	859,180	1,200,000	700,000		788,600	180,104	100	100	100	100
Sept. 30, '69	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,643	34,825		1,837	8,480	4,162	3	100	100	100
Sept. 30, '69	3.50			Dunkirk and Fredonia.....N.Y.	25,230	29,562			8,565	1,237	2 1/2	25	20	100
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100	100
Sept. 30, '69	19.00	851	157	Eighth Avenue (N.Y. City) N.Y.	32,915	18,550	17,272		12,444	2,749	50	9 1/2	100	100
Oct. 31, '69	2.26	18	4	Eric City.....Conn.	43,301	29,285	10,000		10,403	456	100	100	100	100
Sept. 30, '69	2.70			Fifth Ward (Syracuse).....N.Y.	1,052,479	748,000	200,000		376,903	112,240	10.0	100	100	100
Sept. 30, '69	9.63	50	50	42d st. & Gr'd st. (N.Y.C.) N.Y.	762,441	491,750	198,000		308,138	61,719	6 1/2	50	49 1/2	38 1/2
Oct. 31, '69	16.36	273	45	Frankford & Southwark (Ph.) Pa.	59,053	42,500	12,700	2,000	12,598	545	100	100	100	100
Sept. 30, '69	3.25	20	50	Genesee & Water st. (Syr.) N.Y.	562,270	307,545	350,000		348,021	123,493	19 1/2	50	15	30
Oct. 31, '69	34.25	309	59	Germantown (Phila.).....Pa.	173,657	170,000			136,885	35,507	10	50	17	33
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	75,000	125,000	190,000		37,890	10,205	100	100	100	100
Sept. 30, '69	8.0			Grand st. & F. Middle Vil. N.Y.	200,000	170,000	30,000		82,066	7,093	100	100	100	100
Sept. 30, '69	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	38
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.) Pa.	255,225	114,010	130,000	3,000	72,802	4,770	100	100	100	100
Sept. 30, '69	10.00	107	22	Harm. Br. Morr. & F'dham. N.Y.	60,111	41,995	9,950	1,955	7,280	2,222	25	24	100	100
Oct. 31, '69	2.14	19		Harrisburg City.....Pa.	180,000	180,000					100	100	100	100
Dec. 31, '69	9.00	839	56	Hartford & Wethersfield. Conn.	470,619	306,390	164,400	1,500	283,927	63,060	2 1/2	50	7	14 1/2
Oct. 31, '69	14.10			Heat, Mant. & F'mount (Ph.) Pa.	161,535	106,700	74,000	9,272			100	100	100	100
Dec. 31, '68	2.50			Hoboken and Weehawken N.J.							100	100	100	100
Sept. 30, '69	10.47			Hudson Av. (Brooklyn).....N.Y.	77,494	75,000			22,390	2,405	100	100	100	100
Dec. 31, '68	3.56			Jersey City & Bergen Point N.Y.	118,892	90,000	62,500	11,462	78,378	6,258	25	9	100	100
Oct. 31, '69	5.20	113	17	Kingston and Rondout.....N.Y.	70,000	55,830			31,469	6,385	2.0	100	36	100
Nov. 30, '69	4.04	49	19	Lombard and South st. (Ph.) Pa.	274,331	200,000	50,000	41,952	166,752	14,010	100	100	100	100
Nov. 30, '69	12.61	225	33	Lowell Horse.....Mass.	60,264	49,224			oper. M' dilexer.		100	100	100	100
Nov. 30, '69	3.75			Lynn and Boston.....Mass.	190,646	119,000		33,636	13,679		100	100	100	100
Nov. 30, '69	1.00			Malden and Melrose (B'tn). Mass.	36,600	21,000	4,500		oper. M' dilexer.		100	100	100	100
Nov. 30, '69	3.34			Marginal Freight (Boston). Mass.	42,468	50,000		6,201	28,732	Loss.	100	100	100	100
Nov. 30, '69	5.11			Medford & Charlestown (B'tn). Mass.	361,500	194,000	191,900		7,000	34,108	6.299	100	100	100
Sept. 30, '69	6.00	58	13	Memoriam Valley.....Mass.	1,594,493	1,250,000		235,457	821,332	134,567	10.0	100	100	100
Sept. 30, '69	44.18	914	170	Metropolitan (Brooklyn) N.Y.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	100
Nov. 30, '69	7.12	244	40	Metropolitan (Boston).....Mass.	474,198	797,320	167,000		110,179	3,330	100	100	100	100
Sept. 30, '69	12.20	172	33	Middlesex (Boston).....Mass.	300,000	300,000		2,608	9,757	Loss.	100	100	100	100
Nov. 30, '69	3.31	16	6	Ninth Avenue (N.Y. City) N.Y.	27,862	20,000	8,000	4,090	6,772	1,313	100	100	100	100
Nov. 30, '69	2.11			Northampton & Wmberg. Mass.	118,892	59,500	17,000	50,163	47,781	8,462	50	50	100	100
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.) Pa.	800,000	300,000	500,000		169,088	29,747	100	100	100	100
Dec. 31, '69	17.29	107	28	Orange and Newark.....N.J.	100,000	100,000					100	100	100	100
Oct. 31, '68	3.81			Passenger (Cin.).....O.	126,001	125,230			27,721	8,213	5	100	100	100
Oct. 31, '69	9.04	32	9	Peoples' street (Scranton) Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20	50	15	45
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.) Pa.	258,419	200,000	57,000		40,434	13,645	50	20	12	100
Oct. 31, '69	5.55	124	23	Philadelphia and Darby.....Pa.	295,001	285,307	5,500		86,642	26,385	8	50	25	23
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry Pa.	144,119	140,000	23,000	2,433	134,686	40,053	54	50	35	100
Oct. 31, '69	8.25	153	28	Pbg. Allegheny & Manch. Pa.	114,661	88,000	10,600	44,931	81,702	9,069	61	50	44	100
Oct. 31, '69	5.20	80	16	Pittsburg and Birmingham Pa.	160,300	160,300		600	45,007	12,809	7	100	100	100
Dec. 31, '68	6.88	92	16	Portland.....Me.	179,635	120,500	63,300		41,495	9,677	50	25	100	100
Oct. 31, '69	8.00	5												

## PREFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Div'ds	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	.....	.....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	.....	.....
Baltimore and Ohio, pref.	3,000,000	6	6	.....	.....
Berkshire,* guaranteed.	600,000	7	7	.....	.....
Blossburg and Corning,* guar.	250,000	5	5	.....	.....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	.....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74	.....
Camden and Atlantic, pref.	600,000	7	7	.....	.....
Catawissa,* pref. and guar.	2,200,000	7	7	74	.....
Cayuga and Susquehanna,* guar.	589,110	9	9	.....	.....
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	34	.....	.....
Central Ohio, preferred.	400,000	7	29	.....	.....
Chemung,* guar.	380,000	8	6	.....	.....
Cheshire, preferred.	2,017,815	7	3	85	.....
Chicago and Alton, pref.	2,425,400	7	10	118	.....
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	.....	.....	.....
Chicago and Northwestern, pref.	18,159,097	7	10	83	.....
Cleveland and Mahoning,* guar.	2,056,000	7	7	.....	.....
Cleveland and Toledo,* guar.	6,250,000	34	.....	.....	.....
Cochecho, preferred.	177,750	8	.....	.....	.....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87	.....
Cumberland Valley, 1st pref.	241,900	8	8	114	.....
" 2d pref.	242,000	8	8	.....	.....
Delaware,* guaranteed.	594,201	6	6	.....	.....
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	.....	.....	.....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	.....
Dubuque Southwestern, pref.	330,308	7	7	.....	.....
Eastern (N. H.)* guaranteed.	492,500	8	8	.....	.....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	.....	.....
Elmira and Williamsport,* guar.	500,000	5	5	.....	.....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	80	.....
Erie, preferred.	8,536,910	7	7	44	.....
Hannibal and St. Joseph, pref.	5,253,836	116	.....	.....	.....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	.....	.....
Housatonic, preferred.	1,180,000	8	4	94	.....
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	.....	.....
Joliet and Chicago,* guar.	1,500,000	7	7	.....	.....
Joliet and Northern Indiana,* guar.	300,000	8	8	.....	.....
Lackawanna and Bloomsburg, pref.	500,000	7	.....	.....	.....
Leeds and Farmington,* guar.	.....	5	.....	.....	.....
Little Schuylkill,* guar.	2,646,100	7	7	.....	.....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99	.....
Marletta and Cincinnati, 1st pref.	6,580,135	6	20	.....	.....
" 2d pref.	4,051,744	6	8	.....	.....
Manchester and Lawrence*	1,000,000	10	.....	.....	.....
Michigan Southern, guaranteed.	580,800	10	10	.....	.....
Mill Creek and Mine Hill,* guar.	323,875	10	10	.....	.....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	.....	.....
" 2d pref.	9,744,268	7	7	78	.....
Milwaukee and St. Paul, preferred.	.....	8	8	.....	.....
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	.....	.....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	.....	.....
New Haven and Northampton*	1,344,000	2	.....	.....	.....
New York and Harlem, pref.	1,500,000	8	144	.....	.....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	.....	.....	.....
North Eastern (S. C.)* preferred.	155,000	8	8	.....	.....
Ogdensburg and L. Champlain, pref.	1,087,000	8	108	.....	.....
Ohio and Mississippi, pref.	3,500,000	7	74	.....	.....
Paterson and Hudson,* guar.	630,000	8	8	.....	.....
Paterson and Ramapo,* guar.	248,000	5	.....	.....	.....
Peoria and Bureau Valley,* guar.	1,200,000	6	.....	.....	.....
Philadelphia and Erie.	5,996,700	10	.....	.....	.....
Philadelphia and Reading, pref.	1,581,800	10	.....	.....	.....
Philadelphia and Trenton,* guar.	1,099,120	10	.....	.....	.....
Pittsfield and North Adams,* guar.	450,000	6	6	.....	.....
Portl. & Kennebec (Yarmouth)* guar.	202,400	6	6	.....	.....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	.....	.....
Portsmouth and Concord*	350,000	7	7	.....	.....
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	.....	.....
Rochester and Genesee Valley*.	557,500	7	7	.....	.....
Rutland, preferred.	.....	7	80	.....	.....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	.....	.....
Sandusky and Cincinnati, pref.	445,576	6	36	.....	.....
Schuylkill Valley,* guar.	576,000	5	5	.....	.....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	.....	.....
Shamokin and Warsaw (W. D.) pref.	1,800,000	7	.....	.....	.....
Tol. & Warsaw (E. D.) pref.	1,700,000	7	.....	.....	.....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76	.....
Troy and Greenbush,* guar.	274,000	7	7	.....	.....
Vermont and Canada,* guar.	2,500,000	8	8	.....	.....
Warren,* guar.	1,408,300	7	7	.....	.....
White Mountains,* guar.	200,000	5	5	.....	.....
Wrightsv. York & Gettysburg,* pref.	317,050	2	.....	.....	.....

<b>CANAL STOCKS:</b>					
Delaware Division,* guar.	1,633,350	8	8	.....	.....
Morris, preferred.	1,176,000	10	71	.....	.....
Schuylkill Navigation, pref.	2,888,997	6	34	.....	.....
Union, preferred.	.....	6	.....	.....	.....
<b>MISCELLANEOUS STOCKS:</b>					
Jamberland Coal, pref.	.....	6	32	.....	.....
Mariposa Mining, p. st.	5,774,400	7	7	10	.....

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	33	@	37	—
Pig, American, No. 1.....	.....	32	@	33	—
Pig, American, No. 2.....	.....	30	@	31	—
Pig, American, Forge.....	.....	29	@	30	—
Bar, Refined, English and American.....	.....	—	@	75	—
Bar, Swedes, assorted sizes.....	(gold)	85	@	100	—

## STORE PRICES.

Bar, Swedes, ordinary sizes.....	.....	—	@	110	—
Bar, Refined.....	.....	80	@	85	—
Bar, Common.....	.....	75	@	80	—
Scroll.....	.....	97	@	130	—
Ovals and Half-round.....	.....	100	@	125	—
Band.....	.....	95	@	—	—
Horse Shoe.....	.....	95	@	—	—
Rods, 1/2 to 1 1/2 inch.....	.....	85	@	120	—
Hoop.....	.....	105	@	150	—
Nail Rod.....	per lb.	7	@	74	—
Sheet, Russia, as to No.'s.....	(gold)	114	@	111	—
Sheet, Single D. and T. Common.....	.....	5	@	6	—
Rails, English.....	(gold)	59	@	60	—
Rails, American, at Works in Penna. c'y.	.....	70	@	71	—
Anvils, (Eagle).....	per lb. currency.	8	@	—	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	15	@	18	—
English Spring (2d and 1st quality).....	.....	7	@	10	—
English Blister (2d and 1st quality).....	.....	10	@	17	—
English Machinery.....	.....	114	@	14	—
English German (2d and 1st quality).....	.....	13	@	15	—
American Blister "Black Diamond".....	.....	13	@	12	—
American, Cast, Tool, do.....	.....	—	@	18	—
American, Spring, do.....	.....	9	@	11	—
American Machinery do.....	.....	—	@	12	—
American German do.....	.....	9	@	12	—

NAILS—Duty: Cut, 1 1/2; Wrought, Horse Shoe, 2 1/2 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 100 lb	4	25	@	—	—
Clinch.....		5	75	@	6	—
Horse Shoe, Forged (No. 10 to 6).....	per lb.	—	23	@	—	28
Copper.....		—	35	@	—	36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	—	@	37	—
Straits.....	(gold)	.....	36	@	36	—
English.....	(gold)	.....	—	@	32	—
Plates—Fair to good brands.....	(gold)	.....	—	@	—	—
I. C. Charcoal.....	per box	8	75	@	9	—
I. C. Coke.....	.....	7	50	@	8	—
Coke Terne.....	.....	6	—	@	25	7 50
Charcoal Terne.....	.....	7	75	@	8	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@	12	—
Crude, 40 @ 47 gravity (in shipping order).....	.....	16	@	104	—
Refined, prime L. S. to W. (110 @ 115 test).....	.....	—	@	23	—
Refined, Standard White (in ship's order).....	.....	—	@	24	—
Refined, prime White (in shipping order).....	.....	26	@	27	—
Refined, S. W. (in jobbing lots).....	.....	29	@	30	—
Refined, S. W. (in tin).....	.....	29	@	30	—
Naptha, Refined, (65 @ 73 gravity).....	.....	—	@	10	—
Residuum.....	per bbl.	4	@	25	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that and not exceeding 24 by 60 inches, 30 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	(Old List.)	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00	\$5 50
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50	6 00
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00	6 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50	6 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00	7 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00	8 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00	9 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50	11 50
30 by 46 to 42 by 48.....	20 00	18 00	15 50	13 50	12 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50	13 50
Above.....	25 00	23 00	20 00	16 00	15 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

Sizes.	1st.	2d.	(Old List.)	3d.	4th.
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@	7 75
8 by 11 to 10 by 15.....	(4 qts.)	.....	10	@	8
11 by 14 to 12 by 18.....	(4 qts.)	.....	12	@	9 25
14 by 16 to 16 by 24.....	(4 qts.)	.....	12	@	9 75
18 by 22 to 18 by 30.....	(4 qts.)	.....	15	@	10 50
20 by 28 to 24 by 30.....	(4 qts.)	.....	18	@	12
26 by 29 to 24 by 36.....	(4 qts.)	.....	19	@	12 50
26 by 34 to 26 by 40.....	(3 qts.)	.....	21	@	15
28 by 38 to 28 by 44.....	(3 qts.)	.....	22	@	16 50
28 by 46 to 30 by 48.....	(3 qts.)	.....	23	@	17
30 by 50 to 32 by 52.....	(3 qts.)	.....	24	@	18
32 by 54 to 34 by 56.....	(3 qts.)	.....	25	@	19 50
34 by 58 to 34 by 60.....	(3 qts.)	.....	26	@	22
36 by 60 to 40 by 60.....	(3 qts.)	.....	28	@	25

(Subject to a discount of 55@65 per cent.) English sells at 40@50 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th. A.	F. S.	Sat. S.	M. S.	Tu. S.	W. S.
Canton Co.....				62		
Central Pacific Co.....	86	85			86	
Central of N. Jersey.....	101½			102½	102½	
Chicago & Alton.....				117	117½	
.. pref.....						
.. 1 M.....		100				
.. S. F.....						
.. Inc. bds.....				93½		
Chicago, Burl. & Q.....						
.. 8s, 1883.....						110
Chi. & Gt. Eastern 1st m.....						
Chi. & Northwestern.....	80	81½	82½	82		
.. pref.....	83½	84	85	84½	85½	85½
.. 1st M.....	93	93		93		
.. S. F.....						
.. Consol.....			90			90
Chic., Rock Isl. & Pac.....	113½	113½	118½	112½	118	
Chicago & R. I. 7s, 1870.....						
Chi., R. I. & Pa. 7s, 1896 96		96	97		96½	96
Clev., Col., C. and Ind.....						
Clev. and Pittsburg.....	105			107	107½	
.. 2 M.....						
.. 3 M.....						
.. 4 M.....						
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chi., & Ind. C. O.....	17½	17½		17½	18½	
.. 1 M.....			80½	80½		
.. 2 M.....				86		
Cumberland Coal pref.....				120	120	
Del. & Hudson Canal.....						
Del. Lack. & Western.....	105	105½	105½	105½		
.. 1 M. 7s.....						
.. 2 M. 7s.....		94				
Dubque & Sioux City.....	100½					
Erie Railway.....	20½	20½	21	21½	23½	
.. pref.....					45	
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						
.. 3 M. 7s, 1883 87						
.. 4 M. 7s, 1880.....		83½				
.. 5 M. 7s, 1888.....						
Great Western 2d mort.....			81½			
Hannibal & St. Joseph.....		107			107	
.. pref.....	108½			110	113	
Hudson River.....						
.. 1 M. 7s, 1869.....						
.. 2 M. S. F.....						
.. 3 M. 7s, 1875.....						
Illinois Central.....				132½	132½	
.. bonds.....						
Lake Shore & Mich. S'th.....	89½	90½	90½	91½	93½	
Lake Shore Div. bonds.....		92½				
Marietta & Cin. 1st pref.....						
.. 2d pref.....						
Michigan Central.....	118			119	119	118½
.. S. F. 8s, 1882.....						
.. conv. 8s, '69.....						
M. S. and N. I. 1 M. S. F.....			90		98½	
.. 2 M.....		95				
Mariposa Mining Co.....	5½			5½		
.. pref.....	10	10	10		10	
.. Tr. 10s cfs.....						
Milw. and St. Paul.....	58½	59½	59½		61½	
.. pref.....		76		76½	76½	77½
.. 1st mort.....						
.. 2d mort.....						
.. 8s.....	102	102½		102½		
.. 7 3-10s con.....		90				
Missouri 6s.....	90½			90½		
.. H. & St. J. Iss.....				90		
Morris and Essex.....		88		89½	89	
.. 1st mort.....	100					
.. 2d mort.....	93½					
New York Central.....				90		
.. 7s, S. F. 1870.....	99					
.. 7s, conv. '76.....						
.. 6s, S. F. 1883.....				92	91	
.. 6s, S. F. 1887.....						
N. Y. Cen. & Hud. Riv.....	91½	92½	93½	93½	94	95½
.. certificates.....	87½	88½	88½	89½	89½	90½
N. York and Harlem.....	132½					135
.. pref.....						
.. 1 M. 7s, 1873.....						
N. Carolina 6s.....				48		
.. new.....	30	29½	29		30	
Ohio and Miss.....		34	38½	33½	33½	33½
.. pref.....						
.. 1st M.....						
Pacific Mail S. S. Co.....		39½	40½	39½	38½	38½
Panama.....	82½	81				82½
Phila. and Reading.....	95½	96	95½		96½	96½
Pitta., Ft. W. & Chi. gtd.....	92½	93	93		93½	94
.. 1 M.....						101
.. 2 M.....						
.. 3 M.....						
Quicksilver Mining Co.....						
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....						
.. 2 M pref.....						
.. Income bds.....	77			77		
Tennessee 6s.....		62	62½		63	
.. new.....	60	60½	60	60	60½	61½
Tol., Wab. & Western.....	48½	48½	48½		49½	51½
.. pref.....						
.. 1 M. ex.....						
.. 2 M.....						
.. Equipment.....						
Union Pacific 1st mort.....	81½	81½	81½	81½	82½	82½
Virginia 6s, ex-coupon.....	59½	60	59		60½	
.. new.....						62



## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.S.	Tu.9.	W.10
<b>FEDERAL STOCKS:—</b>						
U. S. 6s, 1871, reg.....						
U. S. 6s, 1871, coup.....						
U. S. 6s, 1874, reg.....						
U. S. 6s, 1874, coup.....						
U. S. 6s, 10-40s, reg.....	107½	107½				
U. S. 6s, 10-40s, coup.....	107½	107½				
U. S. 6s, 1881, reg.....	104½	104½				
U. S. 6s, 1881, coup.....	113½	114½	114½	114½		
U. S. 6s, '81, O.W.L. y.....						
U. S. 6s, 1881, .. y.....						
U. S. 6s, 5-20s reg. '62.....	111½	111½				
U. S. 6s, 5-20s, c. 1862, 110½	111½	111½	112½	112		
U. S. 6s, 5-20s, reg. '64.....	110½	110½				
U. S. 6s, 5-20s, c. 1864, 110½	110½	110½				
U. S. 6s, 5-20s, reg. '65.....	110½	110½				
U. S. 6s, 5-20s, c. 1865, 110½	110½	110½	111½	111½	111½	
U. S. 6s, 5-20s, r. n. '65.....	109½	109½				
U. S. 6s, 5-20s, c. n. '65, 109½	109½	109½	109½	109½	109½	
U. S. 6s, 5-20s, reg. '67, 109½	109½	109½				
U. S. 6s, 5-20s, c. 1867, 109½	109½	109½	109½	109½	109½	
U. S. 6s, 5-20s, reg. '68.....	110	109½				
U. S. 6s, 5-20s, c. '68.....	109½	109½	110	111½		
U. S. 6s, Pac.R.R. Issue 111	111					

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.S.	Tu.9.
<b>Catawissa</b>						
.. preferred .. 36½	36½	37		36½	37	
<b>Camden and Amboy</b>						
.. 6s, 1870 .. 114	114½	114½		114½	114½	
.. 6s, 1875 ..						
.. 6s, 1883 ..						
.. 6s, 1889 ..			90			
.. mort. 6s, '89 95½		96	96½	95		
<b>Elmira &amp; Williamsport</b>						
.. pref.....						
.. 7s.....						
<b>Lehigh Navigation</b>						
.. 6s, 1884 .. 33½	33½	34		34½	34½	
.. Gold L.....	88½	88½		88½	88½	
.. R. R. L.....						
<b>Lehigh Valley R.R.</b>						
.. 6s new coup.....	97					
.. 6s new reg.....						
<b>Little Schuylkill R.R.</b>						
.. 7s.....				42		
<b>Minehill</b>						
.. 50½	50½			50½		
<b>Morris Canal</b>						
.. pref.....						
.. 6s, 1876 ..						
<b>North Pennsylvania</b>						
.. 6s, 1880 .. 95½	95½					
.. 7s.....						
.. 10s, 1887 ..						
<b>Northern Central</b>						
.. Pennsylvania R. R. ....	58	57½	57½	58	58½	
.. 1st M.....		102				
.. 2d M.....						
<b>Penn. State, 6s, 1st series</b>						
.. 104½	104½					
.. 6s, 2d series.....						
.. 6s, 3d series.....	112			112		
.. 6s, W. L.....						
<b>Philadelphia City, 6s</b>						
.. new .. 101	101½	101½	101½	101½	101½	
<b>Philad., Germ. &amp; Nor.</b>						
.. 81						
<b>Phila. &amp; Reading</b>						
.. 7s, 1893 .. 47½	47½			48	48½	
<b>Philadelphia and Erie</b>						
.. 6s.....	92½					
.. 7s.....				87½		
<b>Schuylkill Navigation</b>						
.. pref.....	17½	17				
.. 6s, 1882 .. 70	70					
.. 6s, 1876 ..						
.. 6s, 1872 ..						
<b>Susq. Canal</b>						
.. 6s, 1878 ..						
<b>Union Canal, pref.</b>						
.. 6s, 1878 ..						
<b>Hestonville, (Horse)</b>						
.. Chestnut & Wal. ..		45				
.. Green & Coates ..	38					
.. 2d and 3d streets ..				45½		
.. Spruce and Pine ..	24					
.. 13th and 15th sts. ..						

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.S.	Tu.9.
<b>Baltimore City 6s, 1875</b>						
.. 1886 ..						
.. 1890 .. 94½		95		95		
.. 1884 ..						
<b>Balt and Ohio</b>						
.. bonds, 1875 .. 94						
.. 1880, 93½						
.. 1885, 93	93	93				
<b>Marietta &amp; Cin. 1st M.</b>						
.. 92½			91	92½		
.. 2d M.....	75½		75			
<b>Northern Central</b>						
.. bonds, 1885 .. 92½						
.. 1900 ..						
<b>N. W. Va. 1st mort.</b>						
.. 2d mort.....						
.. 3d mort.....						
<b>City Passenger R. R.</b>						

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.S.	Tu.9.	W.10
<b>Boston and Albany</b>						
.. 146	146			146½	146½	
<b>Boston and Lowell</b>						
.. 147½					149	
<b>Boston and Maine</b>						
.. 147½						
<b>Boston and Providence</b>						
.. 3½					3½	
<b>Boston, Hartford &amp; Erie</b>						
.. 7s, new.....	28½	28½		28½	28	
<b>Cheshire, pref.</b>						
.. 85	85	84			85½	
<b>Concord</b>						
.. 134½	135			135		
<b>Connecticut River</b>						
.. 121	121			120	120	
<b>Eastern</b>						
.. 132½				133		
<b>Fitchburg</b>						
.. 135½						
<b>Manchester &amp; Law'ree</b>						
.. 118	118½	118		119	118½	
<b>Michigan Central</b>						
.. 109	109			109	109	
<b>Northern, N. H.</b>						
.. 89½	89½	89½			89½	
<b>Ogdens &amp; Lake Champ</b>						
.. pref.....				108½		
<b>Old Colony &amp; Newport</b>						
.. 96½	96½	96½		96½	96½	
<b>Ph., Wil. &amp; Baltimore</b>						
.. 53½	52½	52½				
<b>Port'd, Saco &amp; Ports</b>						
.. 30						
<b>Union Pacific</b>						
.. 81½	81½					
<b>" Land Grant 7s</b>						
.. 72½						
<b>" Income 10s</b>						
.. 77	77½	78	78	78½	78½	
<b>Vermont &amp; Canada</b>						
.. 63	62					
<b>Vermont &amp; Mass.</b>						
.. 102½						
<b>South Boston (Horse)</b>						
.. 102½						
<b>Cambridge</b>						
.. 102½						
<b>Metropolitan</b>						
.. 102½						
<b>Middlesex</b>						
.. 102½						
<b>Central Mining Co.</b>						
.. 102½						
<b>Copper Falls</b>						
.. 102½						
<b>Franklin</b>						
.. 102½						
<b>Huron</b>						
.. 102½						
<b>Isle Royale</b>						
.. 102½						
<b>National</b>						
.. 102½						
<b>Pewabic</b>						
.. 102½						
<b>Pittsburg</b>						
.. 2						
<b>Quincy</b>						

## London Stock Exchange.

Closing Prices—  
July 29. July 22.

Atl. & Gt. West. N. Y. sec. 7 per ct				
1st mort. 1880.....	—	—	63	68
Do. do. 2d mort. 1881.....	—	—	58	62
Do. Penn. 1st mort. 1877.....	—	—	63	68
Do. do. 2d mort. 1882.....	—	—	58	62
Do. Consol. 7 per cent. mort. 1890..	19	21	21	23
Detroit and Milwaukee 1st mort. 7s..	68	72	70	72
Do. 2d mort. 8 p. c.....	68	72	70	73
Erie shares 100 dol. all paid.....	15	16	15½	16½
Do. sterlg. 6 p. c. convertible bonds	65	67	65	67
Do. 3d mort. 7 p. c. 1883.....	70	75	70	75
Illinois Central, 6 per cent., 1875....	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 100	—	102	100	102
Do. 7 per cent., 1875.....	88	92	88	92
Do. 100 dol. shares, all paid.....	98	100	99	101
Marietta & Cin. R. R. bonds 7 p. c. 82	84	82	84	82
New York Central, 100 dols. shares....	—	—	—	—
Panama General mort. 7s, 1897.....	99	101	101	102
Penn. R. R. bonds, 2d mort. 6 per ct..	97	99	97	99
Do. General mort. 6 p. c. 1910.....	85	90	87	89
Do. \$50 shares.....	45	47	45	47
Philadelphia and Erie 1st mort. 1881..	90	94	92	94
Do. with option to be paid in Phila..	90	94	92	94

On Monday, receipts, \$299,700 in coin, (including \$270,409 from customs,) and \$892,009 in currency; payment \$130,998 of coin (including \$120,266 of coin interest), and \$384,363 of currency. On Tuesday, receipts, \$640,317 in coin (including \$587,000 from customs), and \$3,229,765 in currency; payments, \$57,300 in coin (including \$40,765 of coin interest) and \$3,303,735 of currency. The balance at the close of business on Tuesday included \$15,084,792 of currency, and \$69,237,952 of coin, against a balance a week previous of \$14,095,512 currency, and \$70,018,513 coin.

The U. S. Sub-Treasurer issued in July \$9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,738,317 of coin certificates, received for customs.

Government revenues have been yielding quite liberally since our last. The excises, during the week yielded about 5¼ millions; customs at the port of New York, \$2,905,318, and at the outports about \$975,000 (in coin) more, making the grand total income for the week equal to about \$10,430,000 in currency. The income of the Government, from excises, since July 1, 1870, has been \$27,605,623.

Gold has been offered quite freely since our last, and has fallen off materially in price under the reports of the Prussian successes on the frontiers of France, which have induced extensive sales, largely on speculative account. The range of the price, during the week, has been from 216¼@122; and the closing quotation on Wednesday was 116¼. The investment demand has been fairly active. The customs call has been up to a full average. The export drain has fallen off to about 3¼ millions, against nearly 7 millions the preceding week. On Wednesday Government marketed a million of Gold at from 117 06 to 117 30. The aggregate of the bids was \$2,415,000. The shipments thus far this year have been about 38¾ millions, against 22 millions same time in 1869; 60 millions same time in 1868; 37½ millions same time in 1867; 51½ millions same time in 1866; and 18½ millions same time in 1865. On Wednesday of the current week, the specie exports amounted to \$1,023,000. The exchanges at the Gold Exchange Bank, which were only 84½ millions on Thursday of last week, reached nearly 108 millions on Tuesday of this week, and were 80½ millions on Wednesday.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$69,777,181.

The customs demand for Gold last week, averaged \$504,334 a day; thus far, this week, it has averaged \$428,704 a day, or equal to a weekly aggregate of \$2,572,224. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$30,471; and since Jan. 1, 1870, \$7,360,688, against \$9,784,778 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$80,080,028 against \$78,711,632, same time in 1869.

The customs revenue of the port on Wednesday was \$661,000; and the coin interest disbursements were \$119,053.

The customs revenue at the port of San Francisco, from Jan. 1 to July 22d, was \$4,446,746, against \$4,302,163 same time last year.

The exports of specie, from this port, last week,

were \$3,884,871 against \$1,510,343 same week last year; and since Jan. 1870, \$37,797,903, against \$23,447,597 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$532,406; and since Jan. 1, 1870, \$61,369,193 against \$63,739,476 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 22d, were \$20,943,979, against \$22,811,940 same time last year.

Foreign Exchange has been depressed and lower since our last, under freer offerings of prime bills, and a moderate call for them. Bankers' sixty day bills on London closed on Wednesday at 109¾@109½; sight bills on London 110¼@110¾. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of \$3,758,742; and since January 1, 1870, \$110,747,571 against \$112,617,987 same time in 1869.

Government securities have been less freely offered and have been in more confident demand at improved prices. The purchases have been largely on foreign account, chiefly German. The home investment inquiry, outside of local speculative operations, has been quite moderate. On Thursday, Government bought in two millions of Five Twenties at about the average of the open market prices.

Under its official programme for August, Government will make the following sales of Gold and purchases of bonds, during the remaining weeks of the month. It will sell Gold on Wednesday, August 17, to the amount of \$1,000,000; Wednesday, August 24, \$1,000,000; Wednesday, August 31, \$1,000,000. And will buy Five-Twenties, as follows: Thursday, August 18, \$1,000,000; Thursday, August 25, \$2,000,000.

U. S. sixes of 1881 closed here at 113¼@113¾; U. S. Five-twenties of 1862, 111½@112; U. S. Five-twenties of 1864 at 111½@111¾; U. S. Five-twenties of 1865 at 111½@111¾; U. S. Five-twenties of 1865 consolidated, 109½@110; U. S. Five-twenties of 1867, 110@110½; U. S. Five-twenties of 1868, 110@110¼; U. S. Ten-forties at 107¾@107½; U. S. Six per cent. currency bonds, 111¼@111¾.

State bonds have been rather more active and stronger in price.

Railway bonds continue in moderate demand including Central Pacific Sixes, which closed on Wednesday at 85¼@86¼; and Union Pacific Sixes at 82½@82¾.

Railway and miscellaneous share property has been more freely dealt in, and quoted generally buoyant in price, closing strong in most instances.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 27.	August 3.	Aug. 10.
Consols .....	89½	88½	90¾
U. S. 5-20's of 1862....	82	82½	86¼
U. S. 5-20's, 1865.....	82	82	85
" 1867 .....	81½	81½	84
" 10-40s .....	80	80	81½
Erie .....	14¼	15	16½
Ill. Central.....	102	103	106
At. and Gt. West.....	21	20	20

General business has shown less animation especially in the lines of Breadstuffs, which have declined in price, and of Provisions which have been unsettled, Petroleum has been quoted higher,

but closed weak. Middling upland cotton closed at 19½ cts. per lb. The stock of cotton now here is given at about 26,000 bales. The receipts at the port this week, have averaged about 1,270 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,881,670 bales, against 2,039,320 bales in 1868-'9; exports, same time 2,180,650 bales, against 1,429,500 bales same time in 1868-'9; stock on hand at latest dates, 106,475 bales, against 33,600 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 9,240 pkgs., against 15,744 pkgs., same time in 1869. From Boston, 4,561 pkgs. in 1870, against 5,977 pkgs. same time in 1869.

Foreign goods have been in less demand but generally steady in price. The dry goods entries at this port, last week, were \$2,241,196, making with the general merchandise imports, a total of \$5,126,495.

At the Live Stock markets, this week, Beeves have been in less demand at from 8@16½c. per lb.; week's receipts, 6,730. Milch cows continue very quiet at \$40@\$100 each, receipts, 80. Veal calves have been in fair request and firmer at from 7@11½c. per lb.; receipts, 2,430. Sheep have been in less request at from 3@6½c.; lambs at 7@10½c. per lb.; receipts, 25,872. Swine rule dull at 9¼@9¾c. per lb., all live weight; receipts, 17,057.

Ocean freights have been less active, and generally lower. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 8d.@8½d. by sail, and 8½d. by steamer per bushel; cotton at ¾d. by sail and ¼d. by steamer per lb.; and heavy goods 20s.@45s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 9th, and since the beginning of the year:

	1869.	1870.
For the week .....	\$3,727,514	\$3,758,742
Previously reported..	108,890,473	106,988,829

Since Jan. 1 .....

The imports for the week ending Aug. 6, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods .....	\$2,615,928	\$2,241,196
Gen. merchandise .....	2,592,313	2,885,299

Total for the week..... \$5,208,241  
Previously reported.... 184,399,151

Since January 1..... \$189,607,392 \$179,411,804

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 24¼; do., Fund Act, 1866, 36½; South Carolina 6s, 82; do., new, Jan. and July, 71½; do., April and Oct., 70; N. Y. State 7s, Bounty Loan, reg., 107; do., coupon, 107; do., 6s, 1873, 107; Alabama 8s, 99; Georgia 7s, 92½; Louisiana 6s, 69; Ohio and Mississippi consol. bonds, 87½; St. Louis and Iron Mt. R. R., 48; do., 1st mort., 86; Am. Dock and Imp. 7s, 94; Albany and Susquehanna 2d mort., 93; Central of New Jersey new bonds, 100½; Dubuque and Sioux City 1st mort., 96; New York and New Haven scrip., 140; Chicago



and Alton scrip., 113; Western Union Telegraph, 34½; Adams Exp. Co., 68¾; Wells-Fargo Exp., 14½; Am. Mer. Union Exp., 42¾; U. S. Exp., 48¼; Central gold, 0.25; Consol. Gregory gold, 0.65; Grass Valley gold, 0.48; Quartz Hill gold, 0.25; Smith and Parmalee gold, 0.55.

**Philadelphia.**—Oil Creek and Allegheny River R. R., 44; do., bonds, 80; Western Pennsylvania bonds, 80¼; Sunbury and Erie 7s, 102; Pennsylvania and New York Canal 7s, 92; West Jersey 7s, 97¼; Pennsylvania General mort. reg., 98¾; Lehigh Nav. conv. loan, 78¼; Penn. State coupon 5s, 102; Corn Planter oil, 1¼. The latest quotations are: City 6s, 101½@103; do. free of tax, 101¼@101½; State 5s, coupon, 102@—; do., 6s, W. L., 103@—; do., 1st series, 104@105; do., 2d series, 108@108½; do., 3d series, 111@112; Reading, 48½@48¾; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 116@116½; do., mort. 6s, 1889, 95¾@95½; do., 1883, 93½@94; do., 1889, 90@91; Penn. R. R., 59@59¼; do., 1st mort., 102@102½; do., 2d mort., 102@102½; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 82@85; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8@9; do., pref., 16¾@17½; do. 6s, 1882, 70@72; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 34½@34¾; do., 6s, 1884, 82@83½; do., R. R. Loan, 89@90; do., Gold Loan, 88¾@89½; North Pennsylvania, 40½@41; do., 6s, 95¼@96; do., 7s, 93@95; do., Chattelle 10s, 111½@—; Philadelphia and Erie, 27@27½; do., 6s, 92¾@93; Minehill, 50@50½; Catawissa, 13@15; do., pref., 37@37¾; Lehigh Valley, 57¾@58; do. 6s, 96½@—; do., 6s, reg., 99@100¼; Fifth and Sixth streets, (horse), 35½@39; Second and Third, 45¼@46; Thirteenth and Fifteenth, 21½@21¾; Spruce and Pine, 23@24; Green and Coates, 38@38½; Chestnut and Walnut, 45@45½; Hestonville, 13¼@14¼; Union, 43@44½.

**Boston.**—Norwich and Worcester R. R., 102¼; Connecticut and Passumpsic Rivers pref., 87; Burlington and Missouri River R. R., pref., 91; Rutland R. R., 35; do. pref., 80; Pittsfield and North Adams R. R., 85½; Summit Branch, 40; Indianapolis and Cincinnati, R. R., 19½; Chicago, Burlington and Quincy R. R., 158½; Vermont Central 1st mort., 86; do., 2d mort., 40; Michigan Central Air-Line R. R. 8s, 1890, 107½; Western R. R. 6s, 1875, 103; Cincinnati, Sandusky and Cleveland, R. R., 31; do., 1st mort. 6s, 75¾; do. 7s, 1890, 82¾; Old Colony and Newport 6s, 1876, 95¾; Vermont Central and Vermont and Canada 8s, 1875, 103¼; do. 1877, 103¾; do. 1890, 103½; Maryland and Delaware 8s, 1885, 79; Lake Superior and Mississippi R. R., 1st mort. 7s, 91½; Burlington and Missouri River R. R. 8s, in Nebraska, 97; Boston Water Power Co., 15; Cary Imp., 8¾; Short Mt. coal, 13½; Pullman Palace Car Co., 112; Maine 6s, 1889, 98½; Massachusetts 6s, 1872, gold, 112¾; do. 6s, 1876, gold, 111½; do. 5s, 1894, gold, 99¼; New Hampshire 6s, 1871, 100½; Boston 5s, 1880, gold, 99¾; do. 1877, gold, 100½; do. 6s, 1880, currency, 100¼; Bangor 6s, 1874, 95½; Portland 6s, 1877, 95¼; Cincinnati 7-30s, 1898, 104½; Cambridge 6s, 1888, 98¾; Chicago 7s, 98; St. Louis 6s, Harbor Imp., 87½; Charlestown 6s, 1890, 99¼; Albany 6s, 1870, 100; do. 1879, 91½.

**Baltimore.**—Virginia 6s, old, reg., 49¾; do., 1866, 59½; do. 1867, 56½; Orange, Alex. and Manassas bonds, 77¼; Western Maryland 2d mort. pref., 65; Orange and Alexandria 2d mort., 76. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 90@90½; Baltimore and Ohio, 133@133; do., 6s, 1875, 93@94; do., 1880, 93@94; do., 1885, 93½@95; Northern Central, 44½@45; do., 6s, 1885, 92½@93; do., 1900, 88@90½; do., 6s, 1900, gold, 95@96; Parkersburg Branch, 5½@14; N. W. Va. 1st mort., 93@—; do. 2d mort., 90½@—; do., 3d mort. 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 74½@74¾; Central Ohio, 24@27; do., 1st mort., 84½@85; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, 84@—; do., 2d mort., guar., —@79; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., —@83; Richmond and Danville bonds, 78½@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 76@77; do. 3d mort., 8s, —@78½; do., 4th mort., 8s, 75@78; Orange, Alexandria and Manassas 7s, 77@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72@74½; Baltimore 6s, 1875, 94¾@95; do., 1884, 93¾@94; do., 1886, 94@94; do., 1890, 95@95¼; do., 1893, 93@94¼; do., 5s, 1838-70, 72@80; Memphis City 6s, 55@56; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R. 22@22; George's Creek Coal, 61@63; Atlantic Coal, 1.50@2.25; Bare Hill, 0.00@0.25.

#### Safety, Economy and Satisfaction.

The present season is proving rather a trying one to Fire Insurance, as the conflagration carnival has been raging rampant throughout the whole country. Such times remind us that the selection of substantial institutions to place our trusts in—those managed by prudent as well as experienced officers—is a matter of grave importance. After arriving at this stand-point one must pay a fairly rated premium, have the risk carefully specified, and then there is a certainty in regard to remuneration for loss by fire. Beware of the fallacy of cheap insurance. All business transactions, to be successful, must be self-sustaining. This latter fact was never more perceptibly exemplified than in this very subject of fire insurance, when, some few years since, the low priced system came near swamping many good companies, while several of the weaker ones were forced into liquidation.

Experience has demonstrated, beyond question or doubt, that the safest, most economical, as well as most satisfactory system of insurance is that known as the *participation system*, by which the net profits are returned to the policy holders. The leading incorporation conducted on this plan is that favorite, substantial and skilfully managed organization, The Washington Insurance Company, whose offices have long been a landmark at No. 172 Broadway, corner of Maiden Lane. This company has a cash capital of \$400,000, and its total cash assets are about double that sum. Seventy-five per cent. of its net profits are divided among the policy holders; these dividends having annually averaged fifty per cent. for eight years past. Not the least of the causes of the great success of the Washington is the experienced and energetic manner in which its affairs are conducted. Its officers include some of our best known and reliable citizens, who have no superiors in their chosen calling. They adjust all losses liberally and promptly, and all their business is transacted in a manner which meets the approval of all interested, assured as well as

assurers. The Washington issues fire, marine, and inland navigation policies.

#### Longwood Valley R. R.

At a meeting of the directors of this company held at Dover, N. J., on the 2d inst., the following officers were elected: President, Charles McFarlan, Dover; Treasurer, John D. Champlin, Jr., New York; Secretary and Attorney, J. H. Neighbour, Dover; Executive Committee, Charles McFarlan, J. D. Champlin, M. G. Moies. The survey will begin next week, under direction of Edward Canfield, Chief Engineer. The line runs from a point on the New York State line near Stirling, to a point on the Morris and Essex Railroad, a short distance west of Dover.

#### Virginia Valley R. R.

Intelligence has been received from Staunton announcing the defeat of the proposed subscription of \$300,000 by the county of Augusta to the stock of the Virginia Valley Railroad Company. All of the other valley counties interested having voted their respective quotas, and the town of Staunton itself \$100,000, this was the last county subscription necessary to complete the total of \$1,200,000 required in order to make effective the Baltimore subscription of \$1,000,000. It is stated that the proposition received a popular majority of only about two hundred and fifty. A majority of three fifths of the entire vote cast was necessary to carry the proposition.—*Balt. Sun.*

#### Car Plushes.

The attention of Railroad Companies and Car Builders is called to the advertisement of Messrs. Lunt, DeFord & Lee, who are importers of all kinds of Railroad Car and Carriage Linings, Plushes, Moquettes, Cloths, Satins, Curtain Silks, Cotelines, Seat and Car Duck, and all description of Upholstery for Sleeping and Passenger Cars.

At a meeting of the stockholders of the Sioux City and Pacific Railroad Company held at Cedar Rapids on the 4th inst., the following gentlemen were elected directors: J. I. Blair and D. C. Blair, of New Jersey; W. T. Glidden, Oakes Ames, and F. Nickerson, of Boston; W. W. Walker, Chas. E. Walker and Geo. Douglass, of Cedar Rapids; and H. S. Creighton, of Pennsylvania. The reported earnings of the road for the year ending June 30 are \$3,342,108.

The contract for the construction of a bridge over Newton Creek, between Camden and Gloucester, N. J., has been let. The bridge is to be of iron, 140 feet in length and 19 feet wide. The two abutments, with pier in the centre of the creek, are to be built by Messrs. Richmond & Brothers for \$7614; the bridge itself by the American Iron Bridge Co., of Chester, for \$4250, making a total cost of \$11,864.

The directors of the Framingham and Lowell Railroad have organized by the choice of the following officers: President, E. P. Carpenter; Vice President, H. A. Blood, Treasurer, George E. Towne; Solicitor, George A. Torrey; Clerk, Hosea Hyde.

The officers of the Ashtabula, Youngstown and Pittsburg Railroad Company, recently elected, are as follows: Wm. McCreery, of Pittsburg, President of the Lawrence Railroad Company, President; F. Lilliman, of Ashtabula, Secretary; J. L. Bissell, of Pittsburg Treasurer,

**New Internal Revenue and Tariff Act.**

An Act to reduce internal taxes, and for other purposes.

(Continued from Page 877.)

Sec. 29. And be it further enacted, That whenever any merchandise, except wine, distilled spirits, and perishable or explosive articles, or articles in bulk, imported at the ports of New York, in the State of New York; Philadelphia, in the State of Pennsylvania; Boston, in the State of Massachusetts; Baltimore, in the State of Maryland; Portland, in the State of Maine; Port Huron, in the State of Michigan; New Orleans, in the State of Louisiana, and San Francisco, in the State of California, shall appear by the invoice or bill of lading, and by the manifest to be consigned to and destined for either of the ports specified in section 35 of this act, the collector at the port of arrival shall permit the owner, agent or consignee to make entry thereof for warehouse or immediate transportation, in triplicate, setting forth the particulars in such entry and the route by which such goods are to be forwarded, whether by land or water. The entry having been compared with the invoice and duly sworn to, and such an examination of the goods and merchandise having been made as will satisfy the customs officers that the same corresponds with the manifest and invoice, and the duties estimated on the value and quantity of the invoice, and on the execution of a bond as hereinafter provided, the collector shall deliver the same to be immediately transported to such port of destination, at the sole cost and risk of such owner, agent or consignee. And goods and merchandise imported to any of the aforesaid ports of entry, and designed for any port designated by the thirty-fifth section of this act, the collector of said port shall give priority in time to the examination of said goods and merchandise, for the purpose of forwarding the same to their port of destination, and said examination shall not necessitate the transportation of said goods and merchandise to the warehouse or appraiser's office; such merchandise so entered for immediate transportation shall not be subject to appraisement and liquidation of duties at the port of first arrival aforesaid, but shall undergo such examination as the Secretary of the Treasury shall deem necessary to verify the invoice and entry, and the same examination and appraisement thereof shall be required and had at the said port of destination as would have been required at the port of original importation if such merchandise had been entered for consumption or warehouse at such port.

Sec. 30. And be it further enacted, That the bond required by the foregoing section shall be in a penal sum of at least double the invoice value of the merchandise, with the duties added, and in such form and with such number of sureties (not less than two) as shall be prescribed by the Secretary of the Treasury; and the said sureties shall justify, by affidavit taken before the collector of customs and attached to the said bond, in an amount at least double the penalty of the bond, and the said collector shall certify to their sufficiency; and the said bond may be executed at the port of final destination and transmitted to the collector at the port of first arrival, as provided by the act of March two, eighteen hundred and thirty-one.

Sec. 31. And be it further enacted, That merchandise so entered for transportation shall be delivered to and transported by common carriers, to be designated for this purpose by the Secretary of the Treasury, and to or by none others; and such carriers shall be responsible to the United States as common carriers for the safe delivery of such merchandise to the collector at the port of its destination; and before any such carriers shall be permitted to receive and transport any such merchandise, they shall become bound to the United States in bonds of such form and amount, and with such conditions (not inconsistent with law) and such security as the Secretary of the Treasury shall require.

Sec. 32. And be it further enacted, That mer-

chandise transported under the provisions of this act shall be conveyed in cars, vessels or vehicles securely fastened with locks or seals, under the exclusive control of the officers of customs; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle or train, at the discretion of the said Secretary, and at the expense of the said companies respectively. And such merchandise shall not be unladen or transhipped between the ports of first arrival and final destination.

Sec. 33. And be it further enacted, That merchandise so destined for immediate transportation as aforesaid, except the packages designated for examination, shall be transferred under proper supervision, directly from the importing vessel to the cars, vessel, or vehicles, in which the same is to be transported to its final destination; and if transferred from the importing vessel to any bonded or other warehouse, or to any other place than such car, vessel, or vehicle, it shall be taken possession of by the collector as unclaimed, and deposited in public store, and shall not be removed from such store without entry and appraisement as in ordinary cases. But the Secretary of the Treasury may, in his discretion, and with such precaution as he shall deem proper, authorize the establishment of bonded warehouses especially and exclusively appropriated to the reception of such merchandise in cases where its immediate transfer to the transporting car, vessel, or vehicle shall be impracticable. But merchandise remaining in such warehouse more than ten days shall be deprived of the privileges conferred by this act, and shall be taken possession of by the collector as unclaimed, and held until regularly entered and appraised.

Sec. 34. And be it further enacted, That the Secretary of the Treasury shall prescribe forms of entries, oaths, bonds, and other papers to be required, and all needful rules and regulations, not inconsistent with law, to be observed in the execution of this act, which shall have the force and effect of law.

Sec. 35. And be it further enacted, That the privileges of this act shall extend to the ports of New York, in the State of New York; Boston, in the State of Massachusetts; Providence, in the State of Rhode Island; Philadelphia, in the State of Pennsylvania; Baltimore, in the State of Maryland; Norfolk, in the State of Virginia; Charleston, in the State of South Carolina; Savannah, in the State of Georgia; New Orleans, in the State of Louisiana; Portland, in the State of Maine; Buffalo, in the State of New York; Chicago, in the State of Illinois; Cincinnati, in the State of Ohio; St. Louis, in the State of Missouri; Evansville, in the State of Indiana; Milwaukee, in the State of Wisconsin; Louisville, in the State of Kentucky; Cleveland, in the State of Ohio; San Francisco, in the State of California; Portland, in the State of Oregon; Memphis, in the State of Tennessee; and Mobile, in the State of Alabama; and to importations from or to Europe, and from or to Asia, or the islands adjacent thereto, via the United States.

Sec. 36. And be it further enacted, That at each of said ports, for which an appraiser of imported merchandise is not now provided for by law, there shall be appointed an appraiser of imported merchandise, at a salary of three thousand dollars per annum, and also such number of weighers, gaugers, measurers and inspectors as may be necessary to execute the provisions of this act, who shall receive the ordinary legal compensation of such officers.

Sec. 37. And be it further enacted, That any person maliciously opening, breaking or entering by any means whatever, any car, vehicle, warehouse or package containing any such merchandise delivered for transportation as aforesaid, removing, injuring, breaking or defacing any lock or seal placed upon such car, vessel, vehicle, warehouse or package, or aiding, abetting or encouraging any other person or persons so to remove, break, injure or deface such locks or seals, or to open, break or enter such car, vessel or vehicle, with intent to remove or cause to be

removed unlawfully any merchandise therein, or in any manner to injure or defraud the United States; and any person receiving any merchandise unlawfully removed from any such car, vessel or vehicle, knowing it to have been so unlawfully removed, shall be guilty of felony, and, in addition to any penalties heretofore prescribed, shall, on conviction, be imprisoned not less than six months nor more than two years; and any person swearing willfully false in any oath prescribed in this act, or by the Secretary of the Treasury in pursuance of authority to make all needful regulations conferred upon him by this act, shall be guilty of wilful and corrupt perjury.

Sec. 38. And be it further enacted, That sections twenty-nine, thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven of this act shall take effect on the 1st day of October, 1870.

Approved July 14, 1870.

**Journal of Railroad Law.**

RAILROAD COMPANIES—INJURY CAUSING DEATH OF CHILD—EXCESSIVE DAMAGES.

The facts of the recent case of *Potter vs. The Chicago and Northwestern Railroad Company* (22 Wis., 615,) are fully and clearly stated in the following opinion by

PAINE, J.—The last decision of this Court in this case, on a former appeal, established two propositions. First, that the jury were not limited, in estimating the pecuniary loss of the parents, to the value of the services of the child during her minority; but might give damages based upon a reasonable expectation of the parents of pecuniary benefit from the continuation of the child's life after she should become of age. Second, that such reasonable expectation could not be taken for granted, or "guessed at," by the jury, but must be shown to have been warranted by the evidence. And the judgment was reversed because there was no evidence showing the condition and circumstances of the parents, so as to raise reasonable presumption that they might need and receive aid from their daughter after her minority. The only additional evidence offered at the last trial, upon this point, was the general statement that the "circumstances" and "health" of the parents were "poor." No particulars were given, nor were the ages of the parents shown. And the counsel for the appellant urges that there is no more proof of a reasonable expectation of pecuniary benefit to the parents after the child should attain her majority, than there was before, and that it would not only be necessary to show that the parents might need such aid, but also that the child, if she had lived, would then have the disposition and ability to furnish it. But it is obvious, that in respect to the last point, all the proof was given that the nature of the case admits of. The character and disposition of the child while living were shown, and this was all that could be done. And the rule being established, that such reasonable expectation of aid from a child after its minority may be made the basis of damages, it would follow as a matter of course that after all the proof was offered that, from the nature of the case, it was possible to offer, the question would have to be left to the judgment of the jury.

But the fact that the question is to such an extent removed from the realms of certainty, by its very nature, would seem to furnish a good reason why there should be some strictness in requiring



such facts as are capable of proof, tending to throw light upon the matter, to be shown. And it would have been much more satisfactory, if, instead of the general statement that the circumstances and health of the parents were "poor" some details had been given as to the degree of their poverty, and whether their poor health was of a transient character, or whether they were both afflicted with chronic diseases, and also as to their ages. But as the counsel for the defendant did not see fit to avail himself of his privilege of cross examination to call for these details, this Court would probably not be authorized to reverse the judgment upon the same ground that it did before, inasmuch as there was testimony, though of a general and not very satisfactory character, to supply the defect then indicated.

But I think the Court below erred in not granting a new trial for excessive damages, and that the judgment must be reversed for that reason. The verdict was for \$3,775 00, and it seems impossible to sustain it except upon the theory that the statute under which this action is brought, intended to give the jury an uncontrollable discretion to find, in all cases, such damages as they might think proper, not exceeding five thousand dollars. That such was its design has not been decided in any case that I am aware of. It is true, that in some cases quite general language has been used, to the effect that in this class of actions the damages depended very greatly on the judgment and discretion of the jury. But this language has been used, not with reference to the power or duty of the Court to set aside their verdict for excessive damages, but with reference to the uncertainties growing out of the very nature of the subject. Such was the case in *Railroad Company vs. Barron*, 5 Wall, 90. Yet the Court in that case say expressly, as in fact has been uniformly decided, that the statute restricts the damages, not only as to the amount, but as to "the principles which are to govern the jury." This is based upon the provision limiting them to the "pecuniary loss" of the persons for whose benefit the action is brought. This pecuniary loss the jury is to estimate from the facts proved. Such is the language of the Court in *Chicago vs. Major*, 18 Ill., 360. And this Court has decided in this case, as already shown, that the verdict of the jury must be based upon the evidence. Not that the evidence must create a certainty beyond what is possible in the nature of things, but that in so far as the estimate relates to the future, it should show a reasonable probability that the pecuniary loss would be equal to the amount found by the verdict. I infer, therefore, that there is nothing in this statute that removes these verdicts from the supervisory control of the Courts, to be exercised according to the established principles applicable to that subject. Perhaps the true rule to apply to such cases would be that applicable in actions for personal injuries where vindictive damages are not allowed. In such cases, Courts will not set aside the verdict for excessive damages, unless they are so excessive as to be evidence of prejudice, partiality or corruption in the jury. That rule was adopted in an action of this character, in *Oldfield vs. Railway Co.*, 3 E. D. Smith, 110.

Applying that rule to this case, I think this verdict is excessive to that extent. Not that it

indicates corruption, but prejudice or partiality in the jury, and that they, through a somewhat natural indignation at the company for its carelessness in causing the death of the child, really gave vindictive damages, losing sight of the question to which they ought to have confined themselves. For how, upon the evidence, can it be said that it is reasonably probable that these parents have sustained pecuniary loss to the extent of \$3,775 00 by the death of their child? Counsel did not suggest any theory tending to support such a conclusion, and I think none can be suggested. It is contrary to the almost universal experience of mankind. Perhaps a comparison of this verdict with others in this class of actions, will serve better to illustrate its excessive character, than any other mode. In the case of *Oldfield vs. R. R. Co.*, last cited, the action was brought for the negligent killing of a little girl, six years and ten months old. There was evidence that she was "a remarkable proficient in music," which rendered it much more probable that she would acquire wealth, than that an ordinary girl, not having that accomplishment, would do so. The verdict was for \$1,300, for the benefit of the mother, who was the next in kin. A motion was made to set it aside as excessive. The Court admitted that it was excessive—that it was a large verdict—but thought it was not so excessive as to evince prejudice, partiality or corruption in the jury, and, therefore, overruled the motion. The case went to the Court of Appeals, and is reported in 14 N. Y., 310. It was there quite distinctly intimated that the damages were excessive, though it was beyond the power of that Court to correct it. Yet here a little girl was killed, and there is no proof that she possessed any unusual talent or accomplishment whatever: yet the verdict is almost three times as much as it was in that case.

In the case of *Barron*, before cited, the person killed was a man in the prime and vigor of life, who had been Judge of Cook County, Illinois, and was engaged in the practice of the law, in which his income, prior to going upon the bench, had been \$3,000 per annum. Yet the verdict in that case was less than it is in this.

In the City of *Chicago vs. Major*, before cited, the action was for the death of a boy four years old, and the verdict was \$800.

I have found no case where a verdict approaching the proportions of this, has been rendered on similar facts.

It was suggested by the counsel for the plaintiff, that if we should deem the damages excessive, we might indicate the amount of excess, and allow it to be remitted, and then affirm the judgment. There are some cases where that practice has been adopted on motion for a new trial. This Court has adopted it on appeal or writs of error, where there was a portion of the judgment illegal, but which, however, was readily severable from the rest and clearly ascertained by the record. But it has decided that where such was not the case, it would not substitute its judgment for that of the jury, and allow the party to remit accordingly, and then affirm the judgment. *Nudd vs. Wells*, 11 Wis., 415.

I deem it proper, however, in reversing the judgment upon this ground, for the Court to indicate the amount beyond which it thinks a ver-

dict ought not to be upheld. Otherwise it might require a great number of trials in order to get at the exact views of the Court upon that point.

In the case of *McIntyre vs. The N. Y. Central Railroad Co.*, 47 Barb., 515, a woman forty-eight years old having been killed, and it being found that she was an intelligent, industrious woman, strong and healthy, and could readily earn a dollar per day besides her board, the jury found a verdict of \$3,500. The Court, on a motion for a new trial, required the plaintiff to remit \$2,000, so as to reduce the verdict to \$1,500, and then overruled the motion.

In this case I shall not attempt to indicate what the verdict should be upon the evidence. But I will say that I think a verdict exceeding \$2,000 ought to be set aside by the Court, upon the rule hereinbefore adopted.

The judgment is reversed, with costs, and the case remanded for a new trial.

#### Illinois Central Railroad.

The statement of this Company for the month of July, 1870, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands			
Sold .....	4,833.28	for	\$49,441 80
Acres Int. Fund Lands			
sold .....	80	for	752 40
Acres Free Lands sold..	360	for	7,826 00
Total sales during month			
of July, 1870 .....	5,273.18	for	\$58,020 20
To which add Town Lot			
Sales .....			605 25

Total of all .....

5,273.28	for	\$58,625 45
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Cash collected in July, 1870 .....

\$137,284 04
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##### ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois	In Iowa	Total.
707 Miles.	267 Miles.	974 Miles.	
Freight .....	\$334,233 00	\$81,958 00	\$416,191 00
Passengers...	121,140 74	35,061 45	156,202 19
Mails .....	6,375 00	1,029 08	7,404 08
Other sources	64,000 00	1,970 92	65,970 92
Tot'l July, '70	\$525,748 74	\$120,019 45	\$645,768 19
Total actual			
earn'gs, Jul.			
1869 .....	\$569,455 58	\$126,772 70	\$696,228 28

#### Wicomico and Pocomoke Railroad.

The fourth annual report of the president and directors of this railroad company has been laid on our table. The road has been working under adverse conditions, in consequence of the repeated failure of crops, yet its report is by no means unfavorable. On the contrary, it demonstrates the feasibility of the running branch railroads here to profit. The total gross earning for the last year foot up \$24,715 18; expenses, \$17,241 46; net earnings, \$7,474 71. The treasurer's report is also at hand, showing a balance due Wicomico and Pocomoke Railroad Company \$2,656 98. The floating unfunded debt of the company, created principally by the purchase of the locomotive, has been reduced during the year from \$16,668 to \$6,300.—*Snow Hill (Md.) Shield.*

#### Chesapeake and Ohio Canal.

The business of this corporation, says the *Frederick Examiner*, will be the smallest this year that has been in the last ten. The wharves at Cumberland and Georgetown are overloaded, and the demand for coal has in a measure ceased. Shippers are looking to the European war to create a demand, in starting up furnaces and iron mills now out of blast. But this cannot occur the present season, and consequently the canal is not a success this summer.

The following gentlemen have been elected directors of the Duxbury and Cohasset railroad company: Onslow Stearns of Concord, N. H., Uriel Crocker of Boston, Jacob H. Loud of Plymouth, Royal W. Turner of Randolph, S. N. Gifford of Duxbury, Nathaniel C. Whiting of Marshfield, Joseph O. Cole of Scituate.

Mr. H. Thielson, lately Chief Engineer of the Burlington and Missouri River Railroad Company, has been appointed General Superintendent of the California and Oregon Railroad.

### To Railroad Companies.

**AN ACTIVE, ENERGETIC BUSINESS MAN,** with thirty years experience, and a good knowledge of General Merchandise—who has made the art of buying an especial study—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

W533

Address, P. O. BOX, 480,  
Wilmington, Del.

### ST. JOSEPH AND DENVER CITY Railroad Company.

#### PRESIDENT'S OFFICE.

St. JOSEPH AND DENVER CITY R. R. Co. }  
St. JOSEPH, Mo., August 1st, 1870.

THE INTEREST AND COUPONS on the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS, of the St. Joseph and Denver City Railroad Company, DUE AUGUST 15TH, 1870, will be PAID IN GOLD at the Farmers' Loan and Trust Company of the City of New York, on and after that date, free of tax.

GEORGE H. HALL, President.

### THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,  
No. 6 Barclay Street,  
next door to the Astor House.

### Notice to Contractors.

PROPOSALS will be received at the office of the European and North American Railway Company, Bangor, Maine, until noon of the eighteenth day of August, 1870, for constructing, per mile, thirty-five miles of the railroad of said company, commencing at the northeasterly end of the bridge over the Mettawamkeag River, in the town of Mettawamkeag, and extending to the Calais and Houlton road. The contractors are to find all the materials and do all the work required for a first-class railroad, except the iron, rails, spikes, plates or splices, and bolts, and the superstructure of the bridges over the Moluncus, Mettawamkeag and Baskahegan rivers. Plans and specifications can be seen at the office of the company in Bangor.

NOAH WOODS, }  
BENJ. E. SMITH, } Trustees,  
WM. G. CASE, }

Bangor, Aug. 1, 1870.

### KEUFFEL & ESSER, Importers and Dealers of Drawing Materials, REMOVED TO 116 FULTON STREET. New York.

#### CANADA AIR-LINE RAILWAY COMPANY.

The Directors of the Canada Air-Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Engineer, G. L. REID, Esq., Hamilton, from the 22d August next.

All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway."

JOSEPH PRICE, Secretary,  
HAMILTON, Ontario, 25th July, 1870.

**\$47,000 REWARD.**

### PROCLAMATION.

#### THE MURDER OF MR. BENJAMIN NATHAN.

The widow having determined to increase the rewards heretofore offered by me (in my Proclamation of July 29th), and no result having yet been obtained, and suggestions having been made that the rewards were not sufficiently distributive or specific, the offers in the previous proclamation are hereby superseded by the following:

A REWARD of \$30,000 will be paid for the arrest and conviction of the murderer of BENJAMIN NATHAN, who was killed in his house, No. 12 West Twenty-third street, New York, on the morning of Friday, July 29th.

A REWARD of \$1,000 will be paid for the identification and recovery of each and every one of Three Diamond Shirt Studs which were taken from the clothing of the deceased on the night of the murder. Two of the diamonds weighed, together, 1, 1-2, 1-8, and 1-16 carats, and the other a flat stone, showing nearly a surface of one carat, weighed 3-4 and 1-32. All three were mounted in skeleton settings, with spiral screws, but the color of the gold setting of the flat diamond was not so dark as the other two.

A REWARD of \$1,500 will be paid for the identification and recovery of one of the watches, being the Gold Anchor Hunting-case Stem-winding Watch, No. 5657, 19 lines, or about two inches in diameter, made by Ed. Perreux; or for the Chain and Seals thereto attached. The Chain is very massive, with square links, and carries a Pendant Chain with two seals, one of them having the monogram, "B. N.," cut thereon.

A REWARD of \$200 will be given for information leading to the identification and recovery of an old-fashioned open-faced Gold Watch with gold dial, showing rays diverging from the centre, and with raised figures; believed to have been made by Tobias, and which was taken at the same time as the above articles.

A REWARD of \$300 will be given for the recovery of a Gold Medal of about the size of a silver dollar, and which bears an inscription of presentation not precisely known, but believed to be either "To Sampson Simpson, President of the Jews' Hospital," or "To Benjamin Nathan, President of the Jews' Hospital."

A REWARD of \$100 will be given for full and complete detailed information descriptive of this Medal, which may be useful in securing its recovery.

A REWARD of \$1,000 will be given for information leading to the identification of the instrument used in committing the murder, which is known as a "dog" or clamp, and is a piece of wrought iron about sixteen inches long, turned up for about an inch at each end, and sharp; such as is used by ship-carpenters, or post-trimmers, ladder-makers, pump-makers, sawyers, or by iron-moulders to clamp their flasks.

A REWARD of \$500 will be given to the man who, on the morning of the murder, was seen to ascend the steps and pick up a piece of paper lying there, and then walk away with it, if he will come forward and produce it.

Any information bearing upon the case may be sent to the Mayor, John Jourdan, Superintendent of Police City of New York; or to James J. Kelso, Chief Detective Officer.

The foregoing rewards are offered by the request of, and are guaranteed by me,  
Signed, EMILY G. NATHAN,  
Widow of B. NATHAN.

The following reward has also been offered by the New York Stock Exchange:

\$10,000.—The New York Stock Exchange offers a reward of Ten Thousand Dollars for the arrest and conviction of the murderer or murderers of Benjamin Nathan, late a member of said Exchange, who was killed on the night of July 28, 1870, at his house in Twenty-third street, New York City.

J. L. BROWNELL, Vice-Chairman Gov. Com.  
D. C. HAYS, Treasurer.  
B. O. WHITE, Secretary.

MAYOR'S OFFICE, New York, August 5th, 1870.  
A. OAKLEY HALL, Mayor.

### TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.  
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,  
WM. H. DEGROOT,  
WM. B. MAXSON,  
Executive Committee.

NEW YORK AUGUST 1ST 1870.—The Firm of SMITH, GOULD, MARTIN & CO. is this day dissolved by mutual consent. Either party will sign in liquidation.

HENRY N. SMITH,  
JAY GOULD,  
HENRY H. MARTIN,  
JAMES B. BACH,

**LIMITED PARTNERSHIP.**—This is to certify, that the subscribers have formed a limited Partnership, pursuant to the provisions of Title 1, Chapter 4, Part 2, of the Revised Statutes of the State of New York, and of the several acts amendatory thereof, for the transaction of lawful business within the State of New York, to be conducted under the name or firm of WILLARD, MARTIN & BACH. The general nature of the business intended to be transacted is the STOCK BROKERAGE BUSINESS, wholly on COMMISSION, including the buying and selling, on commission, of stocks, bonds, gold and securities. The names of all the general and special partners interested therein, and their respective places of residence, are as follows: General partners, Edward K. Willard, Henry H. Martin, of the city of New York, and James B. Bach, of the city of Brooklyn, in the State of New York; special partners, William M. Tweed, Jay Gould and Henry N. Smith, all of said city of New York; the amount of capital which each special partner has contributed to the common stock is as follows: William M. Tweed, one hundred thousand dollars, in cash; Jay Gould, one hundred thousand dollars, in cash; and Henry N. Smith, one hundred thousand dollars in cash; the partnership is to commence on the first day of August, 1870, and will terminate on the thirty-first day of July, 1875.

EDWARD K. WILLARD, }  
HENRY H. MARTIN, } General Partners.  
JAS. B. BACH, }  
JAY GOULD, }  
WILLIAM M. TWEED, } Special Partners.  
HENRY N. SMITH, }

[U. S. Rev. Stamps, 10c. cancelled.]

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

### RAILS.

3,000 tons 56 lbs. Fish bar pattern.

2,500 " 50 lbs. " " "

Now in yard and to arrive soon for sale by

PERKINS LIVINGSTON & POST,  
31 New Street.

### RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST  
Chawshays make. Now in yard and for sale  
by

DANAS & LITCHFIELD,  
18 William street,  
New York.

49tf



JOHN F. TANNER.

H. H. WALKER.

JNO. McANERNEY, JR.

**TANNER, WALKER & McANERNEY,**  
63 BROADWAY, NEW YORK,  
**DEALERS IN RAILWAY SUPPLIES,**

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

THE CELEBRATED  
**Cold Rolled Shafting.**

THIS SHAFTING IS IN EVERY PARTICULAR Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

**UNITED STATES**  
**Iron & Steel Bridge Co.**

Wrought Iron Plate Beams,  
FOR BUILDINGS.

WROUGHT IRON DOCK GATES  
And Lock Gates for Canals,  
No. 40 and 42 Broadway,  
NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

AGENCY OF THE  
**Bank of British North America,**  
17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking Business transacted.

JOHN PATON,  
ARCH. MCKINLAY, } Agents:

**JOHN J. ROBERTS,**  
Manufacturers' Agent for  
ENGLISH AND AMERICAN  
**IRON AND STEEL RAILS,**

Delivered in New York & other markets in the U. S.  
Railroad Supplies of all descriptions.  
**STREET RAILS & CARS**

On the most favorable terms.

Old Rails, Metals, &c., Bought & Sold.  
**218 PEARL STREET,**  
Opposite Platt St., NEW YORK CITY.

STEEL STAMPS, NAME PUNCHES,  
Letters & Figures, Brands for Burning, &c.,  
For Railroads, Machinists, Engineers, &c.  
Work Warranted A. 1.

ROBERT ROGERS, Stamp Cutter,  
26 Spruce Street, S. E. Corner William, New York.  
Orders by mail promptly answered.

**RAILROAD PADLOCKS.**

THE UNDERSIGNED CONTINUE TO MANUFACTURE THE Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

**RITCHIE & BOYDEN,**  
15 R. R. Avenue, Newark, N. J.,  
Opposite Market st. Depot.

**PASCAL IRON WORKS,**

ESTABLISHED 1821.

**MORRIS, TASKER & CO.,**

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Plates—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

(7) SEVEN PER CENT.  
**City of New York Stock,**

Twenty Years to Run,  
Exchanged for U. S. Government 6s.

**G. K. SISTARE,**  
24 NASSAU STREET,  
NEW YORK.

**CHARLES COLLINS,**  
MANUFACTURER OF  
**High & Low Pressure**  
**STEAM BOILERS,**  
Of every description,  
**TANKS, OIL STILL, ETC.,**  
60 John St., Brooklyn, near Bridge St.  
Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY,  
NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870. Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,  
WILSON G. HUNT,  
HUGH SMITH,  
WILLIAM WOOD,  
RICHARD M. HENRY,  
Commissioners of the Department of Docks.

**VOSE, DINSMORE & CO.,**

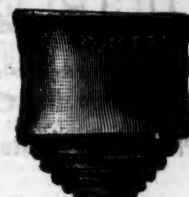
National Spring Works,

1 Barclay St., New York.

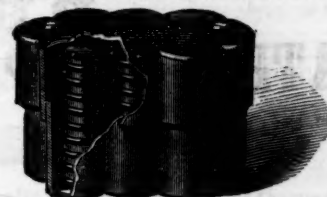
15 La Salle-St., Chicago,

MANUFACTURERS OF

**RAILWAY CAR SPRINGS**



The Original Standard Volute Buffer Spring.  
Patented.—All others are Infringements.



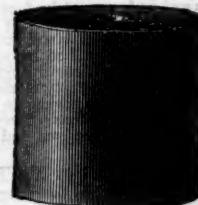
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



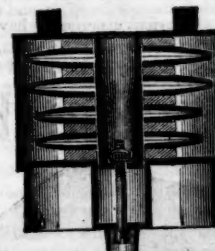
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are  
**WARRANTED.**

All Steel and Rubber for our Springs  
Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N. Y.

## THE WILLIAM BUTCHER STEEL WORKS, OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.  
WM. BUTCHER, Gen'l Supt.  
H. P. RUTTER, Sec'y & Treas.

OFFICES : { 407 Walnut St., Philadelphia.  
59 John Street, New York.  
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### CRUCIBLE CAST STEEL TYRES,

Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

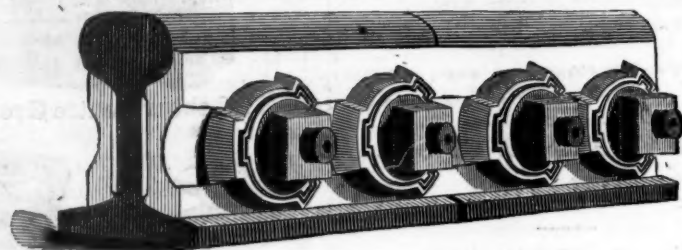
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,

GEN'L SALES AGENT,

P. O. BOX 3066, NEW YORK.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

## Peteler Portable Railroad Company. CONTRACTORS,



For Excavating and Moving Materials  
of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

RAILROAD CONTRACTORS & RAILROAD  
COMPANIES,

OFFICE 42 BROADWAY, N. Y.

Illustrated Circulars sent Free on Application.

STATE RIGHTS FOR SALE.

## PACIFIC MAIL Steamship Company's

THROUGH LINE TO

### California and China.

FREIGHT AND PASSAGE GREATLY  
REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
\$125 to \$170.	\$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 20, ARIZONA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, August 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, August 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

## EDWARD W. SERRELL, CIVIL ENGINEER,

78 & 80 BROADWAY,

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Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

## J. MILTON HAGY, Iron Commission Merchant,

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TIMBER AND OTHER RAILROAD SUPPLIES,

512 Walnut Street,

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RAILROAD CROSS TIES.

## STAINED GLASS. HENRY E. SHARP,

GLASS STAINER, EMBOSSEUR AND ENAMELER  
FOR

Car Builders and Railroad Companies,

147 & 149 E. 22d St., N. Y.

## \$18 IMPROVED WALTHAM WATCHES.

GET THE BEST AND BUY WHERE YOU CAN  
BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE.

H. O. FORD & CO.  
Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,  
MATHEMATICAL Instrument Maker, Greenwich  
Street, Hempstead, Long Island N. Y.